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Cowan Co., W. S., commission, grain and seeds.
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Dole & Co., J. H., grain and seeds.*
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Gerstenberg & Co., grain, seeds.*
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Rang & Co., Henry, grain commission.
Re Qua Brothers, grain commission.*
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Rogers Grain Co., buyers and shippers.
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Rosenbaum Grain Co., J., receivers and shippers.
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Shaffer & Co., J. C., buyers and shippers.*
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Udlike Commission Co., grain commission.*
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Emrick Co., C. S., grain and hay.
Ferguson Grain Co., grain, hay and feed.*
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Kramer, W. H., grain and hay.
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Perlin Bros., millers and grain merchants.*
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Weber, W. H., grain, hay and feed.
Whitcomb & Root, grain, hay, millfeed.

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Cleveland Grain Co., The, receivers and shippers.*
Gates Elevator Co., receivers and shippers.
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Sheets Bros' Eltr. Co., The, grain, hay, straw.
Shepard, Clark & Co., grain, hay and straw.
Star Eltr. Co., receivers, grain, hay, straw.
Strauss & Co., H. M., grain, seeds, hay straw.*

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CRAWFORDSVILLE, IND.

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Lockwood Grain Co., E. A., grain & millfeeds.*
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Taylor & Patton Co., buyers and shippers.*
Wright & McWhinney, grain com'n merchants.

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Denton Kuhn, Gr. Co., consignments.*
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Vanderslice-Lynds Co., grain commission.*

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Farnsworth, F. H., grain broker.

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Menefee & Co., R. H., grain and hay.
Schuff & Co., A. C., grain and hay.*
Thomson & Co., W. A., corn, oats and rye.
Verhoff & Co., H., receivers and shippers grain.*
Zorn & Co., S., grain.*

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Moon-Taylor Co., grain and hay brokers.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

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Merchants Exchange Members.

Burton, E. E., broker and commission merchant.
Davis & Andrews Co., grain dealers.*
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Webb & Maury, grain and hay.*
Wyatt, E. W., grain, hay and millfeed broker.

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Johnstone & Templeton, grain commission.
Kamm Company, P. C., barley and rye.*
Lauer & Co., J. V., grain commission.
Owen & Co., O. C., grain commission merchants.
Owen & Brother Co., grain commission.
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Van Dusen-Harrington Co., grain merchants.*
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Wernli-Anderson Co., grain commission.
Wyman & Co., C. C., grain commission.*
Zimmerman, Otto A., barley specialist.*

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Hamilton, C. T., hay, straw, grain, millfeed, pro.

NEW ORLEANS, LA.

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Miller & Sons, L. F., grain, seeds, hay.*
Pultz & Co., J. E., grain and feed.*
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Geldel & Dickson, grain and hay.*
Hardman & Heck, grain, hay and millfeed.*
Heck & Co., W. F., grain, hay and millfeed.
Herb Bros. & Martin, grain and hay.*
Mahood Hay & Grain Co., hay, corn & oats.*
McCaffrey's Sons Co., Daniel, hay, gr'n, millfeed.*
McCague, R. S., grain, hay.*
Smith & Co., J. W., grain, hay, feed.*
Stewart, D. G., & Geldel, grain, hay and feed.*
Walton Co., Sam'l, grain and hay.*

PONTIAC, ILL.

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North & Rowe, grain brokers.

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Beveridge & Co., S. T., grain, hay, feeds, seeds.
Fairbank & Co., S. G., grain, hay, seeds.
Southern Brokerage Co., grain, hay, feeds & seeds.

SAGINAW, MICH.

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SAN ANTONIO, TEXAS.

Prescott & Co., whol. grain & cottonseed pdts.

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Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, revrs. & shippers of gr.
Zahn & Co., J. F., grain, seeds.*

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TRINIDAD, COLO.

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Craig, J. V., hay and grain broker.*

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Head Grain Co., grain, millfeed, seeds.

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GRAIN

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GRAIN DEALERS JOURNAL, - - 315 So. La Salle Street, Chicago, Ill.

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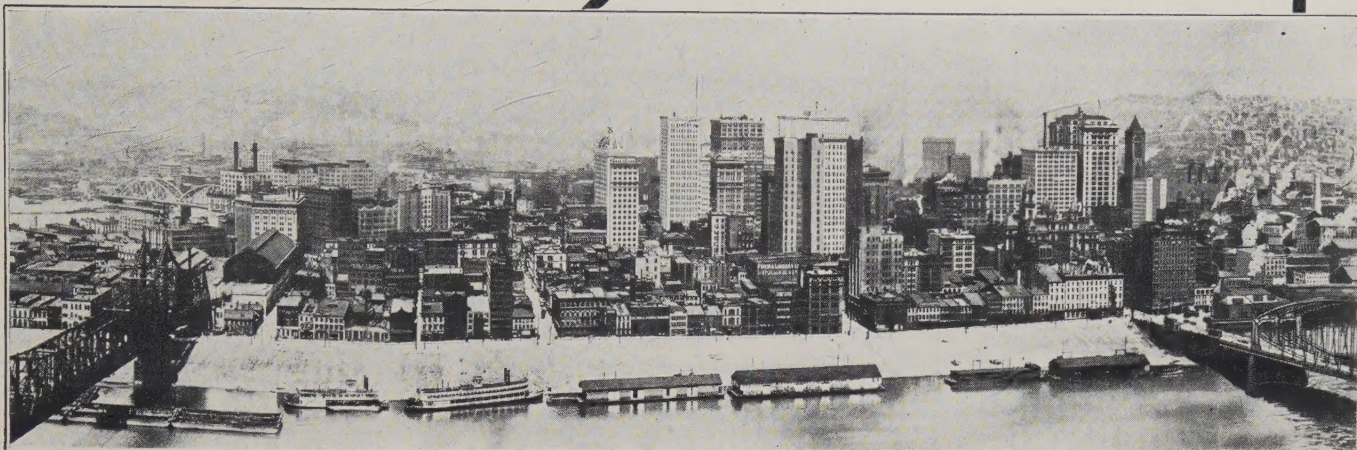
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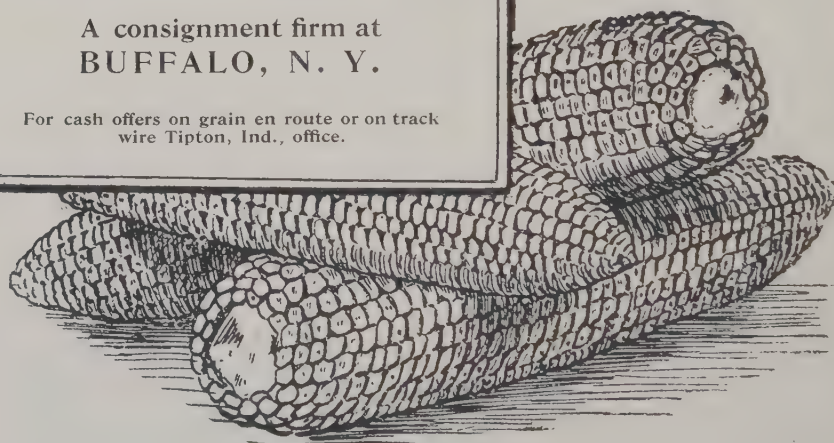
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GRAIN AND MILL FEED; OATS A SPECIALTY
Consignments Solicited.

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WE BUY HOT CORN
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This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net.....bushelspounds, Price, Dollars and Cents. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO, ILL

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 None are more able to give you this than we.
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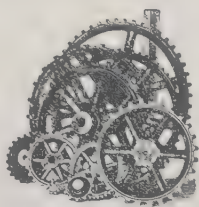
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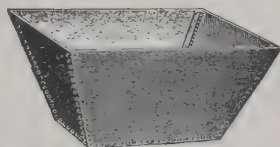
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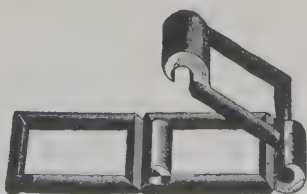
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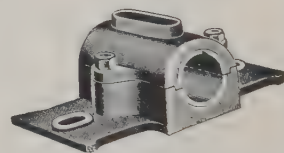
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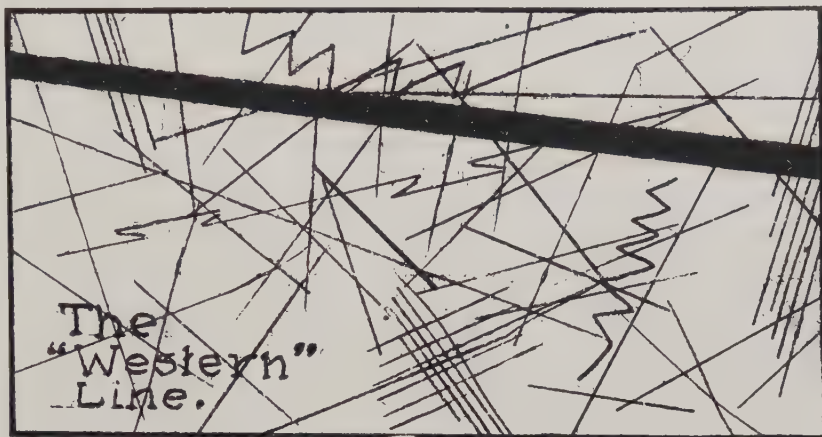
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is individual, distinct, different and gives a marked contrast when compared to other lines of elevator equipment.

It stands out from all the rest in its simple, practical and durable design.

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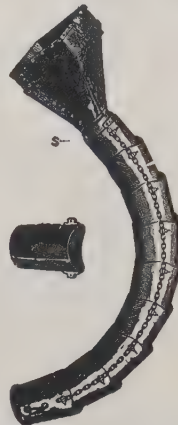
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The Gerber Patent Flexible Chain Telescope Car Loading Spout



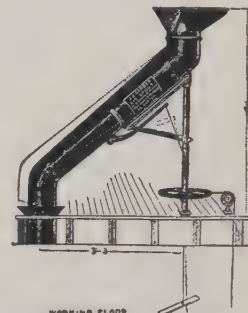
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DOUBLE-STITCHED
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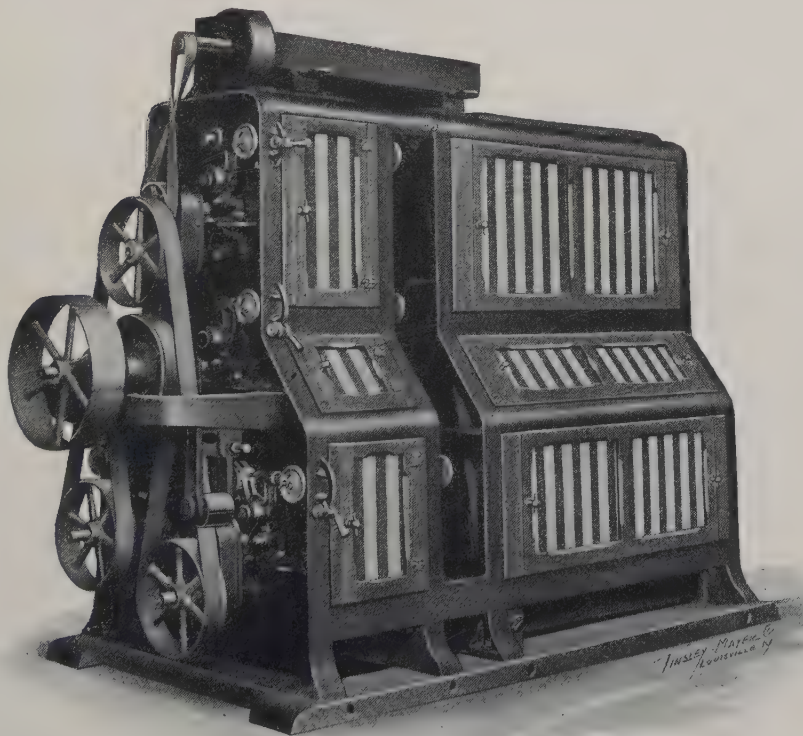
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The Adel Vitrified Tile Corn Crib

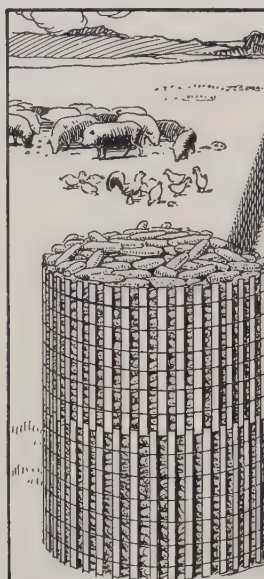
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Cannot rot. Because of its cylindrical construction—strongest type known—it cannot rack in high winds. Nearly $\frac{1}{2}$ entire surface open, affording perfect ventilation which prevents moulding of corn, and grades it better. Filled without moving elevator; emptied with $\frac{1}{2}$ the shovels. No cross braces; simple and easy to erect; absolutely permanent. It is the **one** corn crib "without a single fault." We also furnish plans for combining grain bins with corn cribs. Send for free book.

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Makes a Corn Crib or a Fence in a Jiffy

Just think of putting up a full sized corn crib in 10 minutes! Then when the crib is empty, use the material for making fences—then a crib again—that's what you can do with the

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And it *costs less* and is the *handiest* material for the purpose, too. The cribbing comes in sections—each section 4 feet high—can make a crib 12 to 16 feet in diameter—8 feet high—1 $\frac{1}{2}$ or 2 inches between slats. Best storage for fodder, either shredded or in full stocks. You feed the stuff right out of the crib.

The slats are spaced close enough to protect corn from stock, yet admit free circulation without exposing to weather or bleaching. You ought to know more about this cribbing material. Let us quote prices and send you literature telling in full how it will save *time, money and labor.* Send us your name or a postal or letter today.

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Each page is 8 $\frac{1}{2}$ x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 41 wagon loads and each book has 120 pages, making each book contain spaces for records of 4,920 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Price \$1.50.

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GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

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CORN	77
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An attractive, convenient Bulletin for posting the prices you are bidding for grain, seeds and hay, will save you money.

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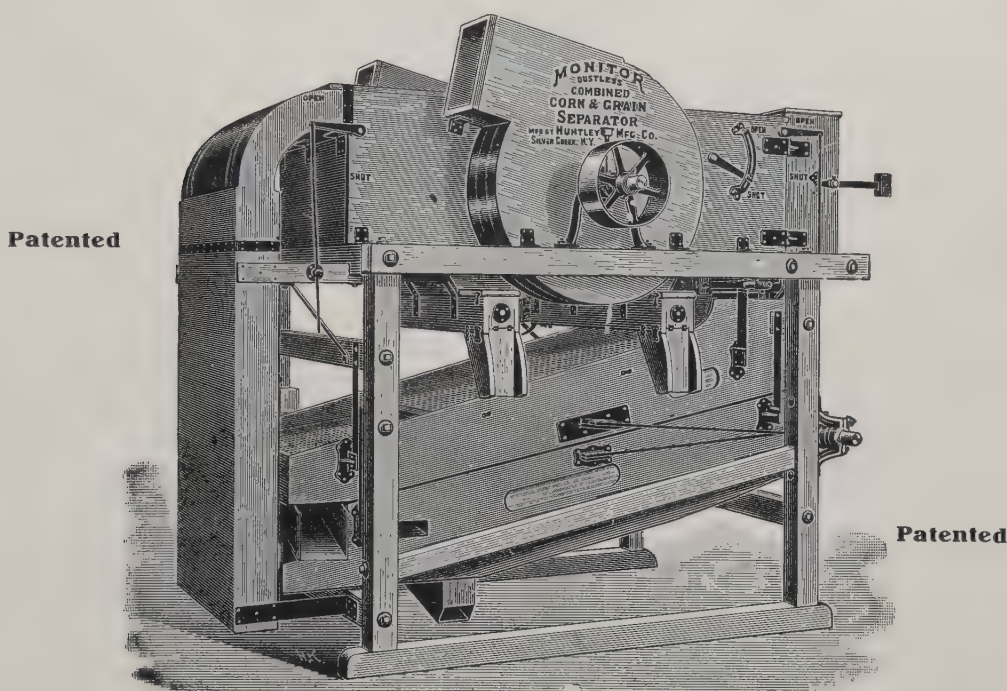
GRAIN DEALERS JOURNAL

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 CORN AND GRAIN CLEANER



this one machine— the work of two cleaners

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With this "Monitor" simplified cleaning operations are a dead certainty—the cost for operator's care and attention lessened in direct proportion. A compact, sturdy type of heavy-duty cleaner that actually performs closer, more economical work—go guaranteed. For light power and ease of regulation it stands quite alone in the combined cleaner field. Their appointments throughout are easily the best to be had—equipment features of these "Monitors" are improvements decidedly to your advantage. Get acquainted with them, please.

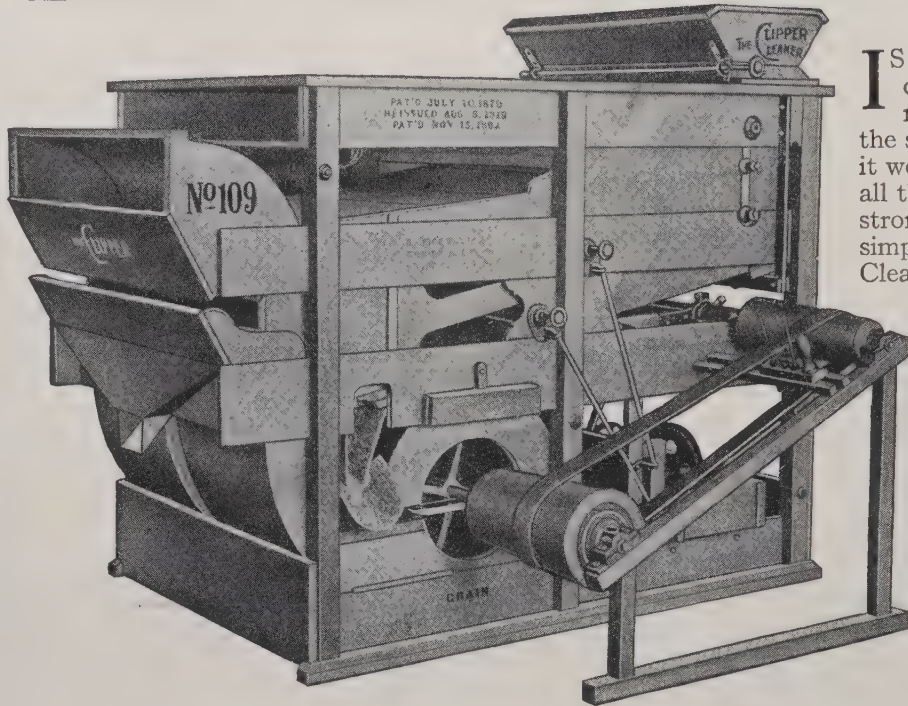
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IS UNEQUALED for handling seeds or grain in local elevators. This machine has Traveling Brushes on the screens which enables you to keep it working to its full screen capacity all the time. It is very light-running, strongly built, easily installed and simple in operation. We guarantee this Cleaner to give perfect satisfaction on clover seed, timothy or any kind of grain, and it can be operated with one-fourth the expense for power of any suction cleaner on the market. It will not require over one-half of one horse-power on clover or any kind of seed, nor over one horse-power on grain. If you are looking for a first-class, up-to-date cleaner of moderate capacity, we would be glad to send you catalog and give prices and particulars upon request.

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A Slow Speed Machine

Because of its slow speed the **MOLINE Upright Oat Clipper** is a favorite wherever used.

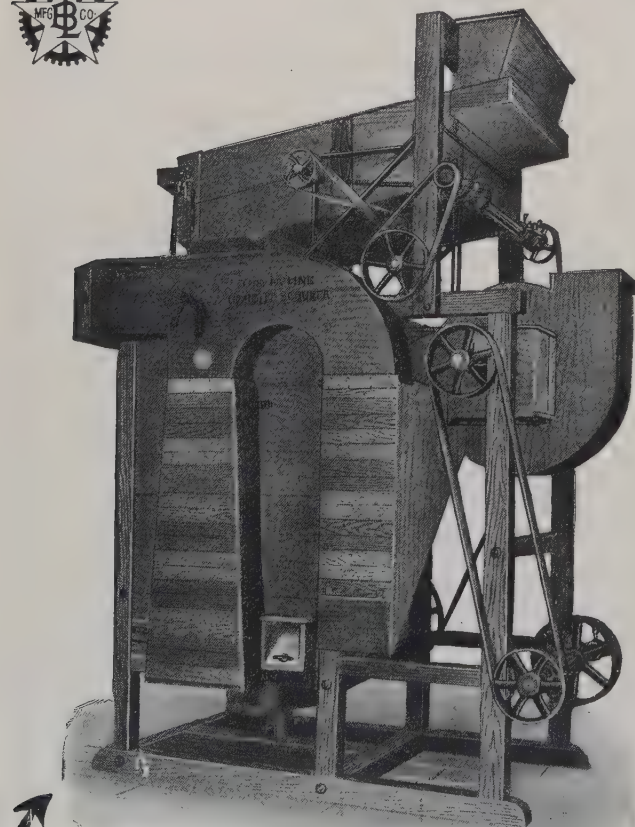
It also saves from 40% to 60% of the power required by horizontal machines. Figure out the difference this makes in your fuel bill.

Not only this, but it does the work better, the ends of the berry being clipped the hardest.

Because of its by-pass spout, it is not only a clipper but can be used as a receiving separator.

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ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



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recording of daily market prices of different
options.

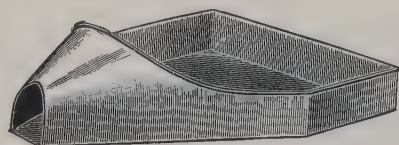
Each sheet is headed "Board of Trade Quota-
tions for Week Commencing Monday.....
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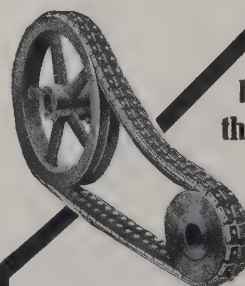
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For Examining Samples of Grain and Seeds.
Made of Aluminum, strong, light and well made.
Will not Rust or Tarnish.

Grain Size 2½x12x16½ inches.....\$1.50
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Feed mills re-
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short centers are
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Form 321 is designed for keeping a record of each kind of grain received
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"a successful grain man"



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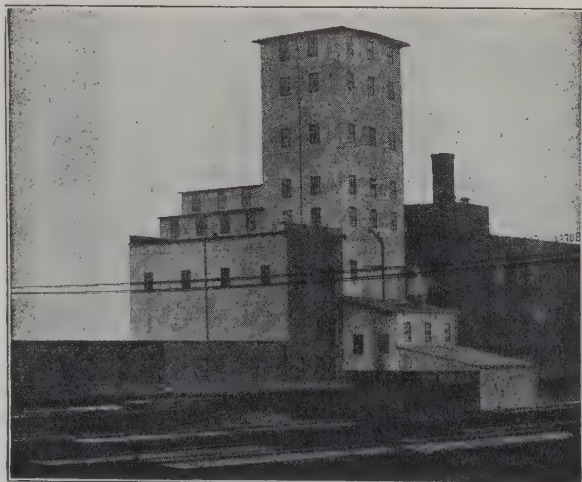
At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance. Wide columns are provided for recording these facts under the respective heads.

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Warehouses. We prepare plans and make
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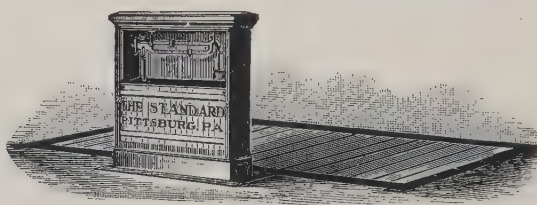
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Our "Aurora A" is a full size 2 bu. 16. oz. cotton seamless sack—strong and durable and we are selling at prices which will interest you. We make all sizes of Jute Grain Bag—write for prices. Why not "Hindoo" Jute Twine for tying?

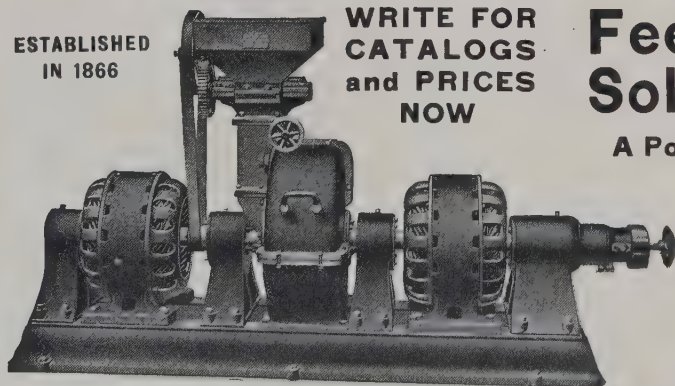


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"Monarch" Ball Bearing Feed Grinders will always Solve All Your Troubles.

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A Positive Saving of 25% or More in Power.

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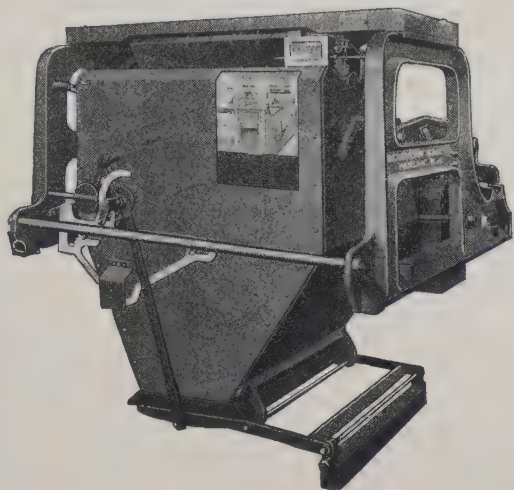
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That's one of the secrets of the wonderful accuracy of a

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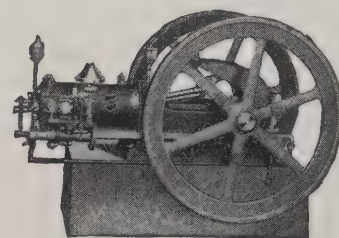
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Of the Protected "Ball Bearing" kind, that weighs correctly and wears Everlastingly.

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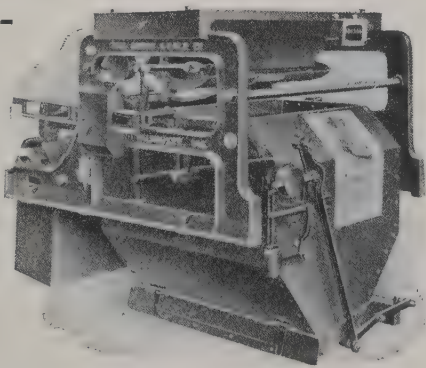
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most positive and convincing evidence a grain shipper can produce in the collection of a claim.



Every Avery Scale user knows accurately the amount of grain shipped out in every car, and the number of bushels in every wagon load.

Avery Scales are the result of two centuries spent in the study and production of **automatic scales**, and the construction, material, design and operation are the **best** that has been found in these years of experience and study.

The first cost of an Avery Scale is a little more, the last cost much less.

AVERY SCALE CO.

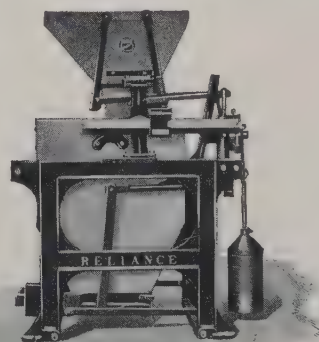
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The Van Ness Safety Roller Bearing Manlift

Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.
Has wire cable and cotton hand line. Sold on 30 days trial. Write for circulars and prices.

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Users consider our "New Era" Manlifts to be the best—always reliable. We make

**HAND ELEVATORS
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Write for prices when needing anything in our line

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Mention this paper.

SUCCESS SAFETY MAN LIFT

ATTENTION,
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Write us for our Special
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DO IT NOW

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Order Now, Prices will be
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KANSAS CITY MISSOURI

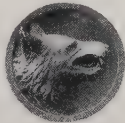
Safety!

You have to keep a sharp look-out while riding on some elevators or they will carry you to the top of the building and then flop you down the elevator shaft. But it's impossible for the Wolf Employes Elevator to do anything like that. Before you reach the danger point an Automatic Stop throws the machine out of gear.

WOLF EMPLOYES ELEVATOR

Consider well the *safety feature* when buying an elevator. You don't want any broken arms or legs around your plant, so the Wolf Employes Elevator is the one for you to install—because *it's safe*.

Write and ask us to tell you all we know about elevators in general and the WOLF in particular.



THE WOLF COMPANY
CHAMBERSBURG, PA.



The Automatic Dump Controller

Simple
Durable
Automatic
No gearing
Saves wagons
Easily attached
Out of the road
Self lubricating
Hundreds in use
Pleases your trade
Does not affect sink room
Stops repair bills on wagons
Can be attached to any drop dump

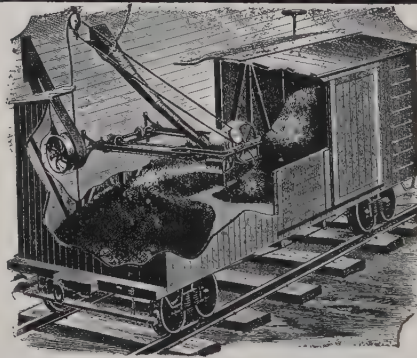


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For descriptive circular and list
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Write L. J. McMILLAN

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9,000 BUSHELS PER HOUR

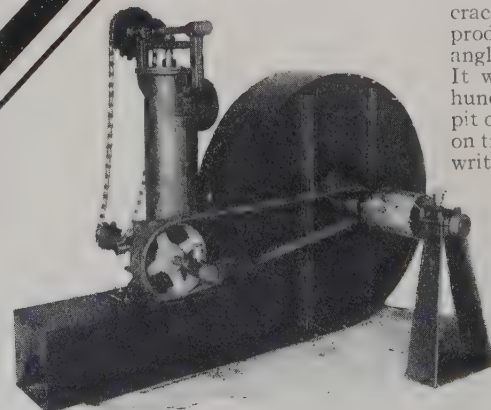
is the guaranteed capacity of our largest size car loader. This size for large elevators. They are made in smaller sizes for smaller elevators. They are called

The Champion Car Loader

Grain passing through the rotating device is brightened. They remove dust. For further particulars and prices write

E. BAUDER, STERLING, ILL.

LET US EQUIP YOUR ELEVATOR



or mill with one of our pneumatic grain conveyors or car-loaders. It will not crack or bruise the grain and it will not produce chaff. It will convey around angles, on the incline and also elevate. It will load a car at a distance of one hundred feet and over, or direct from pit of dump scale to car. Machine sent on trial. You will make no mistake by writing for catalog No. 5 today.

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We manufacture a high class machine particularly adapted to mill and elevator use where uniform drying and quality of work is paramount.

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BOUGHT A BOSS CAR LOADER

In 1903, and used it continually ever since.

Read this user's convincing testimonial:—

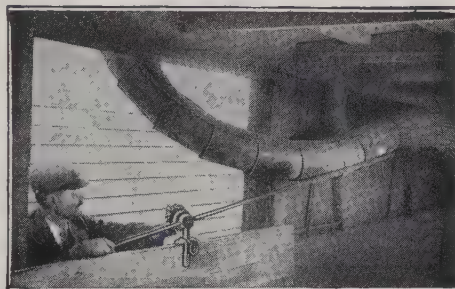
"We bought one of your car loaders in 1903, and have been using it continually ever since. It does just as good work now as it did when we installed it, and we recommend it highly."

SEWARD & RAKESTRAW, OAKFORD IND.

A BOSS CAR LOADER

is the most compact, durable, practical and satisfactory of all car loaders. Let us send you a "Boss" on trial.

MAROA MFG. CO., Dept. 3, Maroa, Ill.



L. E. TAYLOR & CO.,

The Englehart Flexible Spout Holder and Carloader

Saves pocketing of dust and dirt and lower grades of grains right in front of car door.

Will grade your grain from one to two points higher on account of even distribution, which pays for itself. Saves time and annoyance of crawling into car when loading.

Fully guaranteed. Write now for descriptive matter and references.

"Good proposition for Agents."

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Minneapolis, Minn.

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ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

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THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

Link Belt Supply Co.

Minneapolis, Minn.

Manufacturers of

The Latest MAN LIFT with wire rope guides, Distributing and Flex Spouts, Boot Pans and Wagon Dumps.

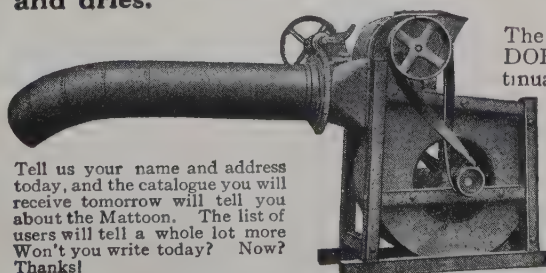
Complete Elevator Equipments a Specialty

Write for New Catalogue just out.

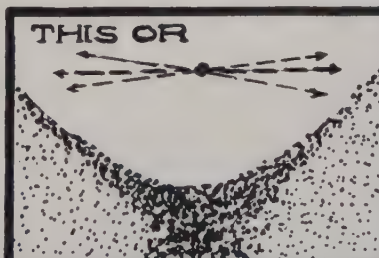
A Mattoon Car Loader

not only fills the largest car to full capacity, but actually betters the quality of your grain.

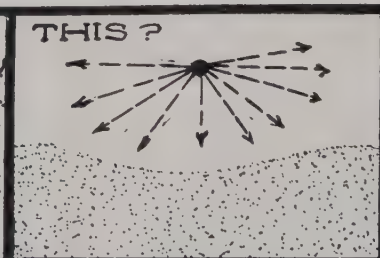
This combined grain cleaner and pneumatic car loader cleans, cools and dries.



Tell us your name and address today, and the catalogue you will receive tomorrow will tell you about the Mattoon. The list of users will tell a whole lot more. Won't you write today? Now? Thanks!



Showing the loading of dirt in center of cars loaded with gravity spouts, or common automatic loaders.



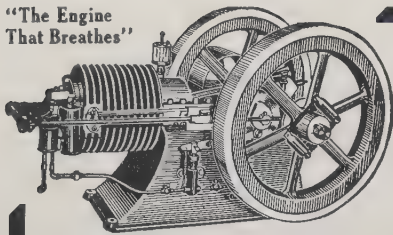
Showing even distribution of grain by the Mattoon Pneumatic Car Loader and Grain Cleaner. No dirt.

The grain is blown out, not forced out by revolving fans, hence the Mattoon DOES NOT MILL OR CRACK THE GRAIN. The loading spout is continually traveling from left to right in semi-circles, thus causing an even distribution of the grain, chaff and lighter grains. A Mattoon prevents the depositing of dirt, chaff small pieces of grain in the center of the car, as is common with gravity and other automatic loading spouts, and causing hot and off-grade grain.

The Mattoon is perfect in principle, practical in design, automatic in action, durable in construction, simple and easy in operation, and requires no attention after starting.

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

"The Engine
That Breathes"



THE GADE "BIG SIX"

The Gade Air Cooler for Your Elevator

Twelve Months Service Every Year!

Quality Built — Easily Operated — Saves Every Third Gallon of Fuel

Put the GADE AIR COOLER in your Elevator and you will have an efficient, reliable engine that will work for you every hour of the day. It is economic on fuel consumption; always ready, summer or winter; seldom gets out of order and it won't be long before the GADE will save you enough money to pay for itself.

Get our special proposition at once for ELEVATOR MEN.

GADE BROS. MFG. CO., 110 Main St., Iowa Falls, Iowa

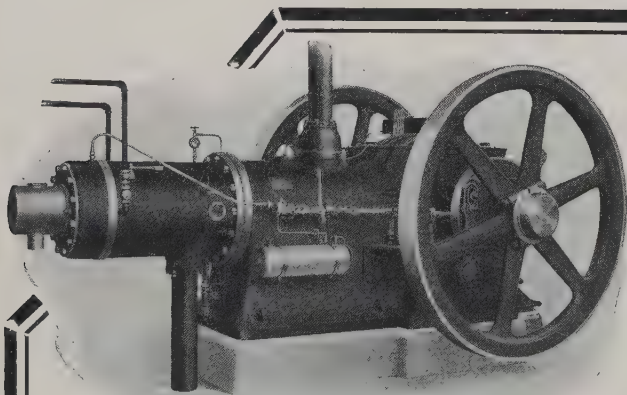
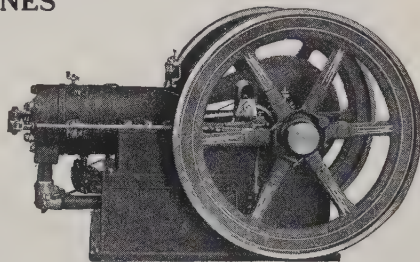
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The Engine with a Rotary Built-in Magneto and no Batteries. Do you realize how much time and money this saves you during the year?

An Engine of Quality, guaranteed against defects at all times. Gives the user entire satisfaction. Built in sizes from 2 to 50 H.P.

Write for our large new catalogue and prices before buying.

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65 MONROE ST. NEW HOLSTEIN, WISCONSIN



Every man who has ever investigated the workings, construction, principle, design and operation of a

"MUNCIE" Oil Engine

has profited by it.

That is one reason why hundreds of users will testify that the "MUNCIE" is the cheapest and best power known.

No batteries or magneto, no breakdowns, few working parts, operates on any liquid fuel and renders utmost power for fuel consumed.

If you, too, will make this day a profitable one, write

MUNCIE OIL ENGINE CO.

54 Ohio, Cor. Railroads

MUNCIE, IND., U. S. A.

Factories and Other Users of Small Power, TAKE NOTICE

We are sole manufacturers of the "New Era" and "Little Giant" Gas Engines.

In order to convert some nineteen engines into money in September, we are going to offer any engine in the following list at one-half our regular price. There is no bluff in this; we need the money.

4 New Era Horizontals	8 H. P.	New
2 New Era	10 H. P.	New
4 Little Giant	8 H. P.	New
2 New Era	12 H. P.	Rebuilt
1 Little Giant	16 H. P.	New
1 Little Giant	20 H. P.	New
1 New Era 2 Cyl. Vertical	25 H. P.	Rebuilt
1 New Era 2 Cyl.	50 H. P.	Rebuilt
1 Portsmouth 3 Cyl.	100 H. P.	New

First come, first served. We will positively sell these engines at one-half the regular price upon any bona fide order received prior to September 30th; but not later.

The Portsmouth Engine Co.

Portsmouth, Ohio

10 Years' Service \$1.00 for Repairs

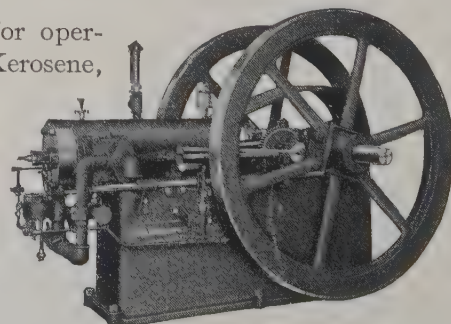
Report of H. W. Kirk, New Castle, Pa., on a 12 H. P.

Fairbanks-Morse Engine

"Built to Last" construction was never more in evidence in Fairbanks-Morse Engines than it is today

Oil Engines for operation on Kerosene, Gasoline, Distillate.

Also Gas and Gasoline Engines.



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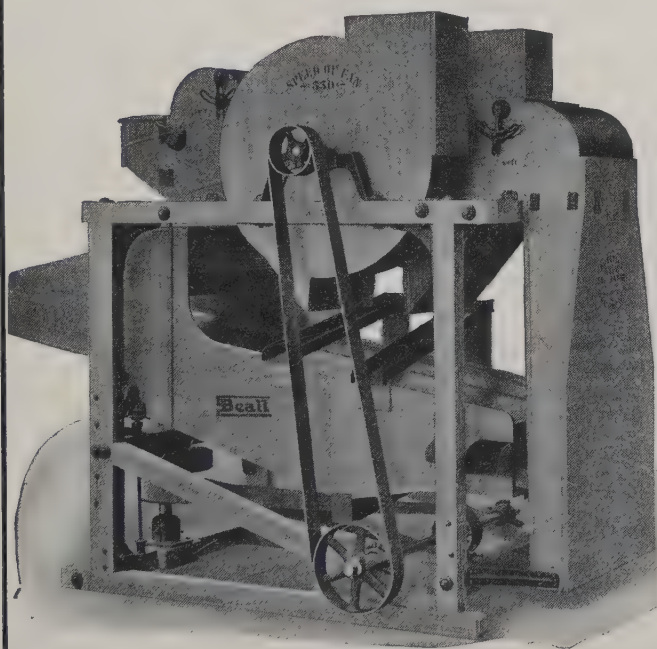
Fairbanks, Morse & Co.,

900 S. Wabash Ave.
Chicago, Ill.

Beall

THE MARK OF QUALITY

The New Beall Rotating Warehouse and Elevator Separator



Built in Ten Sizes

An easy way for a grain dealer to make money is to raise the grade of the grain he buys

and that is exactly what this cleaner is doing for others, and will do for you.

Cleans perfectly wheat, shelled corn, oats, rye, barley, and all small grains.

Recent improvements put it in a class decidedly to itself—a machine that instantly appeals on account of its simplicity and the thorough manner in which it cleans all kinds of grain.

Write for full information today.

You never lost any money investigating.

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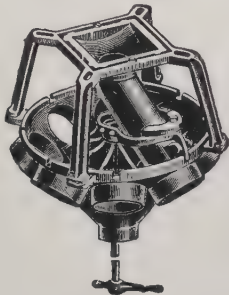
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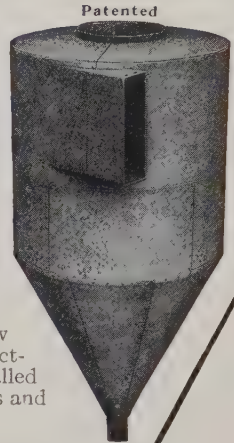
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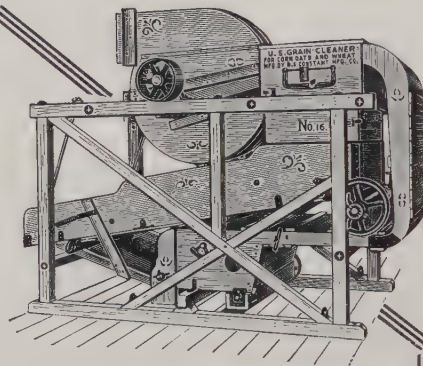
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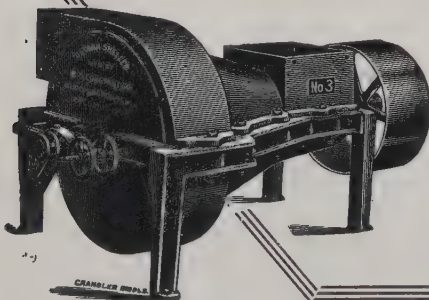


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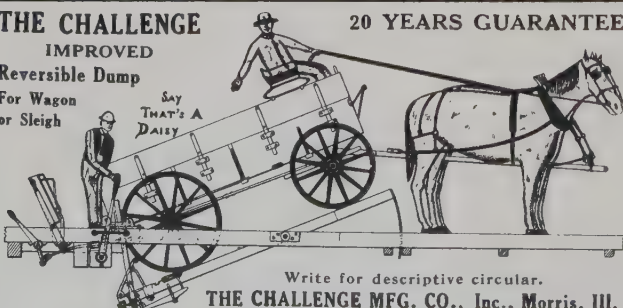
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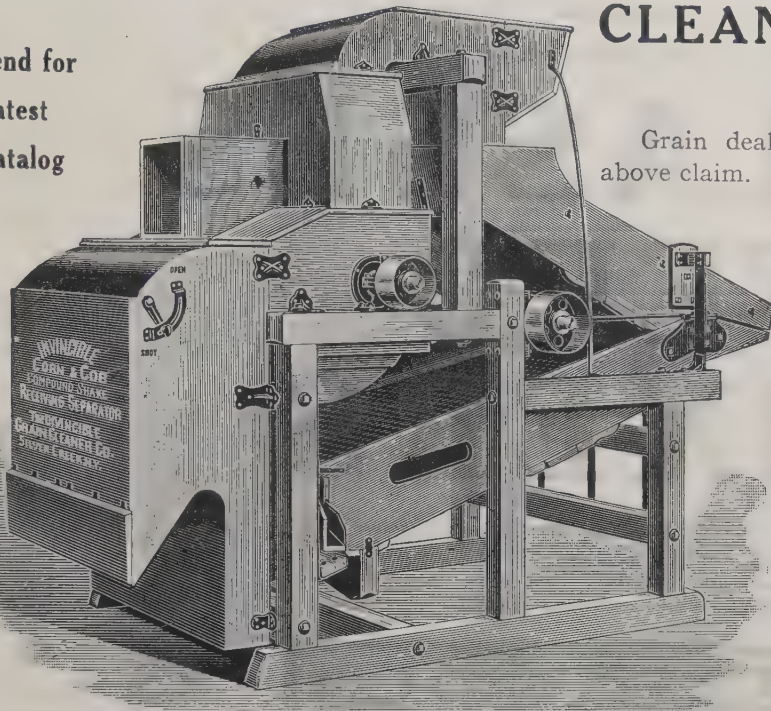
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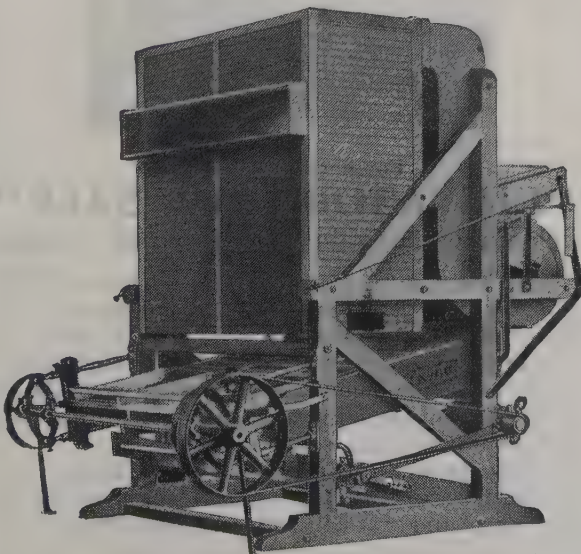
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Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account. In using this book the dealer minimizes the chance of making errors by posting from original entries.

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If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily.

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OKLAHOMA elevator to trade for Texas land. Address Land, Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE—NORTHERN INDIANA, up-to-date elevator in good section. Address Rudolph V. Shakes, Plymouth, Ind.

GOOD KANSAS grain elevator for sale, cheap, at Sharon, Barber County. Address F. P. Hawthorne, McPherson, Kans.

WESTERN OHIO—Fine elevator in corn and oats belt for sale. Address Dandy, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A good 20M bushel elevator in Clinton County, Ind.; doing a good business. Address Ambria, Box 4, Grain Dealers Journal, Chicago, Ill.

OHIO elevator for sale. Best elevator and coal proposition in Northwest part of state. Address Ohio, Box 1, Grain Dealers Journal, Chicago, Illinois.

FOR SALE—A small line of elevators in N. W. Iowa and S. E. South Dakota. Will sell all or separately. Address "A, Box 8," Grain Dealers Journal, Chicago, Illinois.

MINNESOTA ELEVATOR for sale or trade for land. Modern 14 bin cribbed construction; has engines, dump and hopper scales, cleaners, eight bin coal houses, corn crib. For further information and price write E. J. Matteson, St. Peter, Minn.

FOR SALE—Elevator in Omaha, capacity 55,000 bus. plant, practically new, 300 ft. trackage on B. & M., ground 66x300, price \$16,000; complete equipment. For further particulars address Bemis-Carlberg Co., 310-312 Brandeis Theatre Bldg., Omaha, Nebr.

COLORADO—Elevator for sale. The best location in the state; town, five thousand; division terminal; two trans-continental lines; 20,000 bu. capacity. A money-maker at a bargain. Have other business. Address Wallace, Box 3, Grain Dealers Journal, Chicago, Ill.

TWO KANSAS elevators for sale. One located at Neola; price \$3,800, the other located at Wilroads; price \$3,500. Both elevators are in first class condition, being built but one year. Capacity of each, 1,500 bu. For full information address W. T. Shute, Macksville, Kansas.

SOUTHWESTERN OHIO, 25M bus. cribbed ironclad elevator for sale. Own ground and stub switch; steam power; built four years; am not a resident where elevator is located and will sell very reasonable. For further information address Omar, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Grain elevator, coal and wood yard, flour and feed business. Electric lights and power. Everything in first class order. A good live business. Room for good sized lumber yard, if so desired. Two dwelling houses in the same block. Address Baker, Box 2, Grain Dealers Journal, Chicago, Ill.

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Two Elevators, combined capacity of both 40,000 bu.; has grain cleaner and feed mill, Richardson Automatic scale. Located in one of the best towns in Northern Wisconsin. Also Hdw. and Implement business if wanted. Will rent or sell buildings and stock at market value. J. N. Bassett, Lena, Wisconsin.

ELEVATORS FOR SALE.

IOWA elevator for sale. 30,000 bu. capacity; business 250,000 bus. annually, 900 tons coal; good live town to live in. Address Blair, Box 1, Grain Dealers Journal, Chicago, Illinois.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

IOWA ELEVATOR for sale, in best grain section of the state. Good competition and a big crop to handle. Always a money-maker. Address Bell, Box 5, Grain Dealers Journal, Chicago, Illinois.

FOR SALE—A-1 elevator, fully equipped, doing big business, located at splendid station, twelve miles from Rockford, Illinois; no competition. Will sell right on easy terms. For price and terms, address Box 164, Independence, Iowa.

CENTRAL ILLINOIS elevator—20M capacity; in one of the best corn and oats sections of state, town of 1,600; annual business 200,000 bus. Equipped with two dumps, two legs, automatic scale, electric power. Own land and switch. Free switching facilities to three roads. No car shortage. Address F, Box 5, Grain Dealers Journal, Chicago, Ill.

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WANTED TO BUY—Old elevators, factories, mills and other buildings of size for wrecking purposes. Write us what you have. La Crosse Wrecking & Lumber Co., La Crosse, Wis.

WE WANT YOUR ELEVATOR advertised in the "Elevators For Sale" columns of the Grain Dealers Journal, Chicago. We have sold elevators for others, let us serve you in a like manner. Send trial order today.

WANT TO LEASE GOOD ELEVATOR.

Must be well located and doing good business. Illinois or Indiana preferred. Give full particulars. Address Central W. Box 2, Grain Dealers Journal, Chicago, Illinois.

WANTED TO BUY or lease elevator in Northwestern Ohio or Northeastern Ind. Must be in good condition; doing good business. Coal, flour and feed in connection accepted. Give full particulars. Address August, Box 4, Grain Dealers Journal, Chicago, Ill.

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WOOL WANTED—If you have wool for sale write, wire or phone us. See our ad on another page. Kraus & Apfelbaum, Columbia City, Indiana.

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LOST—Warehouse receipts as follows: Wabash Elevator, Nos. 9275, 9277, 9317, 9299 and 9301, aggregating 5,000 bushels No. 2 Hard Winter Wheat. All persons are warned against negotiating these receipts. Return if found to Finley Barrell & Co., The Rookery, Chicago, Ill.

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ELEVATORS FOR SALE in Illinois and neighboring grain states. List your elevators either For Sale or Exchange with AARON SMICK, Broker, Decatur, Ill.

CASH FOR YOUR ELEVATOR, mill, business or property. I bring buyers and sellers together. No matter where located, if you want to buy, sell or trade, write me. Established 1881. Frank P. Cleveland, Mill and Real Estate Broker, 5951 Adams Express Building, Chicago, Illinois.

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FOR SALE—Large tile plant, well located and doing fine business. Will take in exchange an elevator or good farm land. Address J. F. Longworth, Van Wert, Ohio.

FOR SALE—Controlling stock in a county Farmer's elevator. Good point; good crops; good business. Job goes with stock. Also fine residence. Northwest. Address S., Box 4, Grain Dealers Journal, Chicago.

FOR SALE—Grain and coal business on the Ill. Central R. R. Town of 400; one competitor; station handles 450,000 bus. a year. Terms reasonable. Address Lamar, Box 5, Grain Dealers Journal, Chicago, Ill.

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WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

FOR SALE—The largest and best brokerage business in Texas, located in Fort Worth. Will guarantee all my accounts to purchaser. This is worth investigating. Making \$5,000.00 annually. Address Grain Broker, Box 5, Grain Dealers Journal, Chicago, Illinois.

COMMISSION FIRM in central west terminal market who can profitably employ in their business a fair amount of capital and services of successful young man reply to this ad. I am responsible and care to hear only from responsible houses. Address M. R. E., Box 5, Grain Dealers Journal, Chicago, Illinois.

FOR SALE—A good and growing seed and poultry supply business, at inventory; no dead stock. Or would sell half interest. No better opportunity on the market. This business is located on the Pacific Coast where we do not have hot weather nor do we have to depend on the rainfall for crops. Owner has too much outside business and for this reason wishes to sell. For full particulars address F. J. Poor, 116-118 E. 7th st., Los Angeles, Calif.

PARTNER WANTED to engage in the commission business, grain, hay or feed in Milwaukee. I have capital and a general business experience and connections and will engage in business with a responsible party who has some good leverage in the commission business in Milwaukee territory which could be profitably handled with capital. This is an exceptional opportunity for a man with small or no capital, but with substantial personal trade or connections to become established in business for himself. Replies considered confidential. Address R. B., Box 5, Grain Dealers Journal, Chicago, Ill.

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WANTED—Agents having elevator experience, to call on the elevator trade. The Challenge Mfg. Co., Morris, Ill.

COMPETENT ELEVATOR MANAGERS, operators and grain buyers can quickly secure positions to their liking thru an insertion of an advertisement in the "Situations Wanted" columns of the Grain Dealers Journal, Chicago.

MACHINIST WANTED—First class, sober man to take charge of machinery in elevator; prefer married man; permanent position. Those addicted to use of liquor need not apply. Address Evans, Box 5, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED as grain buyer for some line firm. Experienced in grain business. Address Box 35, Adrian, Minn.

POSITION WANTED as manager of elevator. Have had some experience. Kans. or Okla. preferred. Box 356, Ellsworth, Kans.

POSITION WANTED as grain buyer by year. Have had 22 years' experience, can give references. Address Box 43, Bethany, Minn., Winona Co.

CAPABLE GRAIN MAN wants position. Ten years experience buying, selling and soliciting. Address Energetic, Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as grain buyer. Four years experience in one elevator. Life time experience in grain. Satisfactory references. North Dakota preferred. Walter Hunsaker, Dacoma, Okla.

EXPERIENCED grain man wants position as manager of Farmer's Elevator; have 20 years experience; can furnish best of references. Address Kansas, Box 3, Grain Dealers Journal, Chicago, Illinois.

WANTED—POSITION as manager of elevator, flour or feed mill; years of experience; good references; would take stock in right proposition. Address George, Box 5, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED GRAIN ELEVATOR managers and operators have 6,000 possible openings to apply for by making their want known through the "Situations Wanted" columns of the Grain Dealers Journal.

AS AN EXPERIENCED builder and grain buyer, I wish to place my labor and experience against capital, in the construction and operation of an up-to-date elevator. W. F. Strom, Lock Box 195, Custer City, Oklahoma.

POSITION WANTED as manager of elevator. Have had several years' experience in grain, coal and feed business and can give the best of references; 35 years old and married. Address Rand, Box 2, Grain Dealers Journal, Chicago, Ill.

COMPETENT and experienced millwright and elevator foreman desires position operating elevator or keeping line of elevators in condition. Position must pay well. Address Elevator Builder, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION by married man experienced in grain, coal, flour and feed business. Capable of taking charge of line of houses. References on request. Address Apply, Box 5, Grain Dealers Journal, Chicago, Illinois.

POSITION WANTED by a sober, industrious young man, to travel on the road for a good commission firm or to manage a Farmers' elevator. Five years experience in grain. Am at present employed; can furnish best of references. Have made good for the company I am working for, but wish to change for certain reasons. Address Temple, Box 5, Grain Dealers Journal, Chicago, Illinois.

SITUATIONS WANTED.

WANTED—POSITION as grain solicitor, Northern Iowa territory preferred. Have had several years experience in the grain business. Best of references. Address N. C. S., Box 2, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as grain buyer or elevator manager. Long experience in the handling of grain. Best of references. North Dakota elevator preferred. Address Windsor, Box 10, Grain Dealers Journal, Chicago, Illinois.

POSITION WANTED as manager of co-operative or line elevator. Ten years experience in the grain business. Also some experience in lumber yard. Best of references furnished. Address Baker, Box 4, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of co-operative or line elevator. Have had 25 years' experience in flour mill and grain elevator. Am capable of taking full charge. Can furnish best of references. Address Box 121, Elwood, Indiana.

WANTED—POSITION as grain buyer, by year, for line company or traveling solicitor for good commission house. Thirteen years experience in grain, coal and flour business. Can furnish good references. Address B. G., Box 5, Grain Dealers Journal, Chicago, Illinois.

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EAST CENTRAL, IND.—50-bbl. Mill, 10,000 bus. elevator and 40 car coal business. Fine grain country. Prospects never better. Price \$7,500, terms. W. F. Farmer, Cloverdale, Ind.

FOR SALE—To close an estate, we have for sale a flouring mill located in western part of Michigan with railroad siding to door of mill. Has six rolls, steam power and electric lights, all in good condition; capacity 20 to 25 bbls. per day. For information as to price and terms, write The Michigan Trust Company, Grand Rapids, Mich.

FOR SALE—A modern 100-barrel steam roller mill with elevator and coal business in connection. The elevator has a capacity of 25,000 bushels. Handled 200,000 bushels grain and 1,800 tons of coal last year. This property is located at Emmetsburg, Iowa, in one of the best farming communities of the state. Must be sold at once. For terms address Robert Laughlin, Emmetsburg, Iowa.

PROPOSALS.

PROPOSALS FOR FORAGE FOR PHILIPPINES.—Dept. Quartermaster's Office, 556 Federal Building, Chicago, Ill., Aug. 25, 1913.—Sealed proposals will be received here until 1 o'clock, P. M., Central Time, Sept. 15, 1913, for furnishing and delivering at Chicago, Ill., or other prominent railroad points: 7,000 tons of oats and 8,000 tons of hay, for shipment to Philippine Islands. Information furnished upon application.—Amos W. Kimball, Dept. Q. M.

SECOND-HAND BAGS AND BURLAP.

WANTED—BURLAP BAGS, all sizes of heavy bags for grain. Send samples and prices to The Raymond P. Lipe Co., Toledo, Ohio.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM ROSS & CO., 409 N. Peoria St., Chicago

MACHINES WANTED.

WANTED—Second-hand Cranson Buckwheat Scourer, polisher and separator, capacity 20 bushels per hour. Must be cheap and in good condition and in good running order. Address Geo. J. Mulzer, Galena, O.

STEAM ENGINES, BOILERS.

FOR SALE—A 30 horse power steel boiler nearly new; insurable for 100 lbs. steam. It must sell. G. B. & C. M. Griffin, Charleston, Ill.

FOR SALE—One 40 horse boiler and 25 foot stack. One 25 horse engine. I have replaced them with electric motor. Price \$100.00 loaded f. o. b. this station. H. P. Scruby, Chillicothe, Mo.

FOR SALE—75 horsepower, 4 valve Atlas engine; 125 horse boiler, also Atlas make, smoke stack and brick building included. All are in first class condition. Address W. H. Lewis, Alma, Nebraska.

STEAM ENGINES OR BOILERS for sale find many ready buyers when offered thru the grain trade's accepted medium—for engine bargains—the "Steam Engines—Boilers" columns of the Grain Dealers Journal, Chicago.

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FOR SALE—All oak and white pine timbers, cribbing and flooring from Rock Island elevator, 13th st. and Chicago River, Chicago, now being wrecked. Bargains in carload lots. Ruel Wrecking Co., 7337 Stony Island ave., Chicago.

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SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SECOND-HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" columns of the Grain Dealers Journal, Chicago.

MISCELLANEOUS.

STOP THE BIG LEAK in the grain business. Particulars free. J. A. Randolph, McClure, Ohio.

HAVING LOST our elevator by fire, we are in the market for plans for Concrete Elevator with capacity of 20,000 bushels. Address S. E. Wainwright Grain Co., Lenox, Iowa.

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GASOLINE ENGINES.

FOR SALE—Good gas and gasoline engine values 1 to 100 H. P. Badger Motor Co., Milwaukee, Wis.

FOR SALE—Fairbanks-Morse kerosene engine, 25 h. p., in good condition. Good reason for selling. The Citizens Light Co., West Manchester, Ohio.

FOR SALE—Deere & Webber Gasoline Engine; 14 h.p. in first class running order. Price \$225.00 f.o.b. cars at Moorehead, Minnesota. N. J. Olsen Co.

GASOLINE ENGINES FOR SALE.

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Published on the

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CHARLES S. CLARK, Manager.

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THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, crop and leaking in transit reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, ILL., SEPTEMBER 10, 1913.

TWO LIVES came near being lost in Iowa elevators recently, one by clothing being caught in a pulley and the other by a boy being sucked down into a bin from which grain was being drawn. The well guarded pulley and the covered bin of the future will prevent such accidents.

SHORT WEIGHT PACKAGES of flour and feed cannot be prevented by dealers who hold supplies long in store, as some shrinkage is bound to occur, especially during the summer months, and laws that do not take this fact into consideration must work a great injustice to feed dealers.

ONCE AGAIN the government is credited with contemplating the taking over of the telegraph and telephone lines. What a muddled mess of inefficiency would entangle commerce, when the politicians prove their incapacity for handling any large enterprise, either economically or successfully.

THE FREQUENCY with which landlords sue grain dealers for the rent of tenants who have sold grain grown on the land to the dealer, makes it necessary for established buyers to exercise greater precaution. Some have attempted to protect themselves against falling into the scheming tenant's net by keeping a list of all tenants and insisting that they show authority to sell, before even bidding for their grain.

THE GRAIN TRADE will be somewhat relieved to learn that the application of the eastern roads to increase their rates 5% will exempt grain and coal rates. However, any increase in other rates is a matter of importance to grain shippers, and they should not fail to take active part in the proceedings when the case is heard by the Commission.

A PRACTICAL seed tester is being supplied to all comers by the Crop Improvement Com'te of the Council of Grain Exchanges at the rate of 1c apiece, the cost of mailing. The tester consists of a piece of blotting paper of proper size and having printed on it instructions for handling the tester. The device is compact, convenient, and gives entire satisfaction.

MILLIONAIRE farmers of Lake County, Ill., have organized a crop improvement ass'n and will engage an expert agriculturist to advise the farmers of the county. The wealthy men in question, who are all successful Chicago business men and own country estates in Lake County, have decided that if the farmers are aided by an expert adviser, Lake County will become the most productive county in Illinois.

THE ROADS CONGRESS, which will be held in Detroit the latter part of the month, is attracting unusual attention from all interested in improved highways. The work is one in which every grain dealer can well afford to take an active part. The improvement of country roads would insure the farmers' crops being marketed thruout the year, instead of only when the roads are passable, as at present. This would make the movement easier for the elevator man and the railroads.

THE MINNESOTA rate case decision and other similar court decisions have forced the carriers to make a number of rate adjustments not only in intrastate rates, but also in interstate rates. The reduction in rates from Minnesota stations to Chicago and Milwaukee, mentioned in Grain Carriers department of this issue, is one of these adjustments. Grain dealers in the states affected should see that they keep informed of these changes.

SHIPPEES who never appeal from the grading given grain, should carefully peruse the statement of Chicago's chief grain inspector, on page 360, which shows that during July and August of 1912 over 52% of the gradings were changed, when reinspection was called for, and to the chief inspector's credit, this percentage was reduced to nearly 20% during the same months of this year. A detailed statement of the grades changed in every market each month would be very helpful to dealers who ship their grain to those markets.

OUR ILLINOIS correspondent, who told readers of a big wagon load of oats, really started something, as is evidenced by the letters published on pages 358 and 359 of this number. Up to the present writing Indiana, the state which is noted for good roads, has the lead, with a load of 230 bushels and 20 pounds, but many of our Indiana correspondents report very large loads, proving conclusively one of the great advantages of good roads to the farmer.

THE KANSAS Grain Inspection Department is not so arbitrary as it was wont to be under Mr. Gordon, and recently has tactfully made overtures to the directors of the Wichita Board of Trade, to change its inspection in keeping with the ideas of the local dealers, providing they will discontinue the Board of Trade Inspection Department. No market needs two inspection departments, in fact any market would be much better off with but one. Get together.

FORTY-TWO fires are reported in the news columns of this number; 31 elevators were destroyed and 11 damaged. Iowa and North Dakota lead the list with 7 fires each. As usual, lightning is the most prolific cause of fires, being credited with 10, while engine sparks caused but 2, tramps 2, and overheated engines 2. In this connection it is interesting to note that two different elevator owners are reported to be digging wells to afford a convenient supply of water for fighting fire.

RECENT WRECKS of fast passenger trains have proved that the all steel cars insure greater safety to the passengers, so the different law-makers are drafting bills requiring all passenger cars to be constructed of steel. If such a law becomes effective, it would be more dangerous to erect an elevator on the railroad right of way than ever. Different views of the Great Northern Express, which plowed its way thru a North Dakota elevator recently, are given elsewhere in this number, as proof positive of the danger of building too close to the main tracks of a railroad using steel coaches.

IT NOW DEVELOPS that the governor of New York, who is likely soon to be impeached, had personal grounds for his fight on the Stock Exchange. In other words, Mr. Sulzer is credited with buying 200 shares of Big Four stock at the top of the market and was unable to get out with a profit. His experience suggests that maybe some of the law-makers who have been proposing to tax the grain exchanges out of existence were prompted to their action by a spirit of vengeance. No other explanation of their thickheaded opposition to the free buying and selling of grain for any delivery desired has been presented.

NEW YORK, Ohio, Indiana, Illinois and several other states now have Public Utility Laws, which are designed to extend and broaden the work of the old railroad and warehouse commissions, and to increase the number, as well as the power, of the commissioners. The Indiana Commission is fast getting its work organized, but the Illinois Commission will not be appointed until next year. The Illinois law, like the others, is designed to render a greater degree of protection to the public, but as Attorney Bach points out elsewhere in this number, the results will depend largely upon the personnel of the commission.

THE TENTATIVE grades for corn, presented by the Agricultural Department, for the consideration of the grain trade, do not meet with great opposition from the members of the trade, in fact the letters published on page 361, as well as the views of the different dealers at the Indiana meeting, exhibit little opposition to the rules. The trade has been blessed with so much controversy over grade rules during recent years, that it is well ready to accept any reasonable rules which will be uniformly enforced in all markets. The clearer, the simpler and the more exact the rules, the sooner will all interested understand the grades and be able to use them.

THE WELLS, FARGO & Co. Express are working on a plan for handling farm produce direct from farmer to consumer at very low rates. The theory is for the express agent to take orders from the city housewife, get the produce from the farmer and collect from the housewife. The company will even supply the container. Wells-Fargo & Co. are not joining the movement to "eliminate the middleman" for philanthropic reasons, but because they hope to recoup from the loss in revenue resulting from the parcel post. Even should the plan work successfully, the elevator man has little occasion to worry, as it will be some distant time before the individual consumer will buy his wheat from the producer, clean it, and grind it into flour.

CITY SCALE weights are not always correct, as is shown by the query from an Iowa correspondent, on page 358 this number. For some months the local grain buyers had insisted that the scales were not weighing correctly. Being ignored by the public weighmaster, they took the matter up with the city council, and secured an investigation, which resulted in the disclosure that the scales were weighing anywhere from 100 to 700 lbs. too much on each load. Up to the present writing the grain buyers have paid the bill, but they are not satisfied to stand the loss, so it seems likely that the town council will be asked to make good, as it should do. Many grain buyers who are forced by town ordinances to accept city scale weights, continue to weigh each load of grain purchased over the city scales, as a check against loss of part of the load between city scales and the elevator. One Iowa buyer, whose elevator was five blocks from the city scales, all well paved, traced his loss direct to the mud jolted from farmers' wagons on the ten block drive from the scales to the elevator and back. It is said that the farmers during muddy weather seldom slowed up when passing over the raised crossings of paved streets. They enjoyed the jolting.

A CAR SHORTAGE again is impending. Grain shippers know by bitter experience what this means. Perhaps car shortages are a necessary evil, but we doubt it. At any rate it is time that the losses resulting from car shortages were more equally distributed. Under present conditions, the railroads profit; the shippers lose. It is time that the railroads be made to suffer for a state of affairs for which they are certainly partly, if not entirely, responsible. It is time that the entire question be thoroughly studied and some solution discovered. In the meantime shippers can improve matters by promptly loading and unloading their cars and co-operating with the carriers in every possible way.

THE MICHIGAN seed law, an epitome of which is given in this issue, will force seed dealers to test all seed and to give the results of such test on a label accompanying the seed. The law wisely omits to specify any minimum standard of purity (except in the case of "noxious weed seeds") and requires no germination test. Standards of purity are best taken care of by competition. As for germination tests, present methods of determining the vitality of seed are too unreliable to permit of legal standards and are valuable only for comparative purposes. The framers of the Michigan law displayed great wisdom. They make purity tests compulsory. Both buyer and seller will become educated to the value of tests. In a short time purchasers will demand germination tests as well, and the farmer will plant only clean, vital seed.

THE CHICAGO Board of Trade is attempting to abolish the present switching charges on grain at Chicago assessed by the Illinois Central, C. & E. I., Wabash, C. & A. and Santa Fe. These charges average \$3 per car, or about $\frac{1}{4}$ c per bu. While the carriers charge for switching only on grain for local or boat delivery, purchasers of grain invariably deduct the switching charges, as they claim that they do not know the final destination of the grain. Thus the country shipper located on any of the lines named receives $\frac{1}{4}$ c less per bu. for his grain than the shipper located on the lines not charging for switching service. In these days of close competition, this $\frac{1}{4}$ c may make all of the difference between profit and loss to the elevator owner. The discrimination that now exists should be stopped as soon as possible.

A DECISION has recently been rendered by the Supreme Court of Louisiana, which seems to place the burden upon everyone to inquire into the limitations of incorporated companies. In a case cited in our "Supreme Court Decisions" Department, this number, suit was brought against a lumber company for loss due to its failure to deliver corn sold. The court held that the secretary and treasurer did not have power to bind the lumber company in such transactions, which were conducted without the knowledge and consent of the directors. No doubt if the market had gone down 15 or 20c the directors would have been very glad to have permitted the secretary to accept the profit. If corporations are to seek relief from their unprofitable contracts in technicalities of this character, it will soon become necessary for them to print their charter on the back of all stationery, otherwise merchants honestly disposed will refuse to have any dealings with them.

SHIPPERs who have repeatedly pestered railroad claim agents for a satisfactory settlement of their claim, and been handed an awful jolt in the form of a postcard, requesting that any future correspondence in regard to the matter be referred to by claim No. 798,365, will be pleased to know that a larger percentage of the railroad claims are being paid today than ever, principally because claimants are supporting their claims with more evidence essential to their verification. In the past many claims were turned down simply because the claimant failed to make out a case. He neglected to give the papers needed to prove his claim.

PANAMA, after the canal is completed, will gain a large farming population, as many of the workers on the canal have announced that they intend to take up land and settle. Should modern methods be applied to farming in Central America, wonderful yields should be produced, as the land is immensely fertile and climatic conditions are very favorable. However, before beginning to conjure pictures of Panama as a great agricultural state, it becomes necessary to consider whether Europeans can live in its tropical swamps when not surrounded by the sanitary protections of the U. S. Canal Commission. Panama is one of those countries where a man would be rich in three years, but dies in two.

THE ANNOUNCEMENT by the Interstate Commerce Commission that it would grant no increases in rates to Colorado railroads until they abolish the custom of granting free passes to non-employees in that state, principally politicians and officials, is in line with the recent policy of the Commission to force the railroads to increase their revenues by stopping wasteful and useless expenditures, rather than by increasing freight rates. This attitude on the part of the Commission is one that will be heartily approved by every shipper. Present rates will give the carriers ample return on their actual capital provided the revenues are used only for necessary expenses, and not wasted in free transportation or contributions to politicians, excessive allowances to express companies, and rebates to tap lines.

MICHIGAN also has added a Pure Seed Law to its statutes, the new law becoming effective Aug. 15th. The country will soon have so many contradictory and ambiguous state seed laws that few merchants will be able to do business beyond the lines of their own state. The country needs the revocation of all seed laws bearing on this subject, and the enactment of one reasonable federal law, which shall make it necessary for shippers to deliver what they sell. While the federal law would never have any bearing on intrastate shipments, it would govern in interstate shipments, and eventually bring about the adoption by the individual states of requirements in keeping with those of the federal law, so that it would be possible for the seed merchant to do business in more than one state, without daily violating many laws. The trouble with both the seed and the feed-stuffs trade today is that it is cursed with so many laws, few dealers have capacity to comprehend all their requirements, and be able to comply therewith.

COTTON, BUT NOT WHEAT FUTURES WILL BE TAXED.

The Senate Caucus has again turned down Senator Cummins' proposition to tax 10% all short sales of grain, so it seems probable that the grain trade will not be interfered with for a time at least. On the other hand, the tariff bill carries with it a rider, imposing a tax on contracts for the sale of cotton for future delivery, and for a refund of the tax, in case the actual delivery is made. Altho those interested in the cotton trade are now working earnestly to have the rider dropped, there seems every probability that it will get safely thru Congress.

With such a tax on cotton futures, the planters, the dealers, the manufacturers and the consumers will have a chance to realize the impossibility of conducting a business on present day margins without the equalizing influences of the option market. As in Germany, where benighted law makers one time succeeded in stopping future trading, fluctuations in prices will be more marked than ever, and even in the same city prices paid will vary widely. The banks will hesitate to lend even 50% of the value of cotton, because of the absence of the established market, which can be relied upon to absorb any offerings without depression. If the tax is continued long enough, the cotton trade will gradually drift into the hands of a few rich men, who will selfishly gouge both the producer and the consumer.

It is fortunate for the grain trade that this experiment is to be tried out on the cotton trade. The wiseacres at Washington have been threatening the exchanges with interference for years, and no doubt will never be satisfied until an experiment proves the fallacy of their wild reasoning. Speculation cannot be entirely eliminated from any line of business, but dealing in grain and cotton for future delivery has largely eliminated the speculative element from the grain and cotton trade, hence it is that these products are handled on a smaller margin than any other commodities. The dealers who have generally made quick turns have been satisfied with small profits. If futures are taxed out of existence, the dealers will not be able to make quick turns. They will have no guarantee that they will be able to sell soon, so all will find it necessary to deal in smaller quantities and work on a wider margin.

The loud-mouthed agitators have long misled the farmers at their different gatherings into believing that any legislation which shall stop or check dealing in the products of the farm for future delivery will stop speculation and relieve them of the tax of the speculators. The rigid enforcement of the proposed law will bring to light the fact that the speculative element in the trade is still there, and instead of being absorbed by the much maligned, greatly misrepresented speculator, it will have to be borne by the producer, the dealer in cash grain, and the manufacturer. They must stand for the vacillations of the market, without any assistance whatever from the speculator. None will care to carry a large supply of cotton any length of time, because there will be no opportunity to hedge against a decline, hence the planter will find it more difficult than ever to market his cotton; and the average price will surely be lower.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

D. & R. G. 63752, C. R. I. & P. 31441 and C. R. I. & P. 55437 were damaged in a wreck on the C. R. I. & P. Ry. at Abbott Crossing, Ia., recently. D. & R. G. 63752 lost about 100 bus. of corn. C. R. I. & P. 31441, containing corn, and C. R. I. & P. 55437, containing oats, were jammed together and had ends broken, resulting in heavy loss on account of the mixing of corn and oats. Reported by Mr. Stubbe of Farmers Grain Co., Colo., Ia.—W. J. Ray, sec'y Farmers Grain Dealers Ass'n of Iowa.

C. R. I. & P. 51225 passed thru Hallam, Neb., westbound Sept. 8 leaking yellow corn badly at side of car. Train crew nailed up leak.—Wm. Burk.

S. A. L. 22228 arrived at Bonilla, S. D., Sept. 6 leaking wheat at both sides. One door post was broken out and sheathing was broken loose at bottom one-half the length of car.—J. L. Weeks, agt., Columbia Elvtr. Co.

Canadian Pacific 144550 passed thru Sidney, Ill., Sept. 6 leaking white corn at side.—Rich & Blankenbaker.

N. Y. C. & St. L. 9244 passed thru Fullerville (p. o. Mission Hill), S. D., Sept. 5, leaking wheat thru side of car. Nailed board over crack.—H. L. West, mgr. Fullerville Grain Co.

N. & W. 64043 passed thru Sawyer, Kan., Sept. 5, leaking wheat badly.—W. E. Clark.

Seaboard 26107 passed thru Prairie City, Ia., Sept. 5, leaking oats. All of the siding was loose. Never saw a worse car carrying grain, and do not see how any oats can reach destination.—Prairie City Grain & Stock Co.

Mo. Pac. 28734 was set out at Wilson, Kan., Sept. 4, with drawbar pulled out and leaking wheat badly; also one door seal broken. Car carried Solomon, Kan., seals.—Wilson Elvtr. & Comm. Ass'n.

C. M. & St. P. 85644, loaded with wheat, was set out at Renville, Minn., Sept. 4, leaking badly at side door. Car carried seal No. 815.—J. J. Moughan.

Ill. Cent. 46601 passed thru Cullison, Kan., Sept. 4, leaking oats at side door.—Thos. L. Daniel, mgr. Farmers Grain & Merc. Co.

Ill. Cent. 25021 passed thru Graymont, Ill., Sept. 3, leaking yellow corn at door post.—Jos. Eymann, mgr. Farmers Elvtr. Co.

Wabash 67102 passed thru Ivesdale, Ill., eastbound Sept. 3 leaking white corn at side of car.—Thos. W. Schultz, mgr., Baldwin Elvtr. Co.

P. & L. E. 30677 passed thru Remington, Ind., Sept. 2, leaking oats at end. Train crew tried to stop leak.—M. C. Coover, mgr. Remington Farmers Elvtr. Co.

Grand Trunk 24537 passed thru Dickinson, N. D., Sept. 2, leaking wheat thru badly bulged end.—Clarence Fisher, head miller, Dickinson Roller Milling Co.

L. & N. 92129 passed thru Mercer, Mo., Sept. 1 via C. R. I. & P. Ry. eastbound leaking wheat badly at side about five feet from end of car. We notified our agent at Lineville, the first station east of Mercer, and he also saw leak and had railroad agent wire conductor. Leak was a bad one and car may have lost 300 bus. or more.—A. A. Alley, with Alley Grain Co.

C. I. & S. 793634 passed thru Oakwood, Ill., Aug. 30, leaking yellow corn over front truck. Could not get at leak to fix it.—E. A. Fox, mgr. for B. B. Minor.

Big Four 44553 was set out at Jewell, Ia., Aug. 30, with both door posts broken out at bottom. Considerable yellow corn was spilled on ground under car.—C. B. Martin, mgr. Jewell Farmers Elvtr. Co.

C. B. & Q. 29429 had end broken Aug. 29 at Wyckles, Ill., while trainmen were making a running switch, and considerable corn was spilled on track. Cars C. N. E. 11037 and Wabash 67922 were also badly jammed.—G. W. Leonard, Decatur, Ill.

L. & N. 9697 passed thru Grinnell, Ia., Aug. 29 via C. R. I. & P. Ry. leaking wheat at grain door.—F. L. Phipps and Geo. Edwards.

Penna. Lines 57617 passed thru Borton, Ill., Aug. 29 via Vandalia leaking corn.—Chas. Henn, with Henn & Beggs.

C. M. & St. P. 34558 was side-tracked at Avoca, Wis., Aug. 28, leaking wheat at corner post. Patched leak the best I cud.—John Sikir.

Penna. 55089 passed thru Wyckles, Ill., Aug. 28, leaking corn at side door post.—G. W. Leonard, Decatur, Ill.

C. R. & I. 79 passed thru Roseville, Ill., Aug. 27, leaking yellow corn badly over drawbar and at side door. Trainmen tried to stop leak at door.—Pratt & Pratt.

N. Y. N. H. & H. 78007 passed thru Baxter, Ia., Aug. 25 via C. G. W. leaking oats badly at broken door post and thru bulged side.—W. T. Thorp, agt. S. E. Squires Grain Co.

C. M. & St. P. 43620 passed thru Renville, Minn., Aug. 24, loaded with wheat, without seals and with both side doors open.—J. J. Moughan.

PASSAGE OF TITLE TO Grain.

Ownership of grain while in process of sale on the floor of an exchange is affected by many considerations such as delivery of B/L, payment, unloading, weighing and inspection; but in the recent case of E. L. Welch Co. v. Lahart Elevator Co., the Supreme Court of Minnesota held that the intent of the seller governed, and that the E. L. Welch Co. intended to give the buyer, Mohler, both the title and right to possession and to rely wholly on his personal responsibility.

On Feb. 6, 1907, the E. L. Welch Co. contracted to sell W. B. Mohler 5,000 bus. of No. 1 northern wheat at 83½ cents per bu., to arrive in Minneapolis, Minn., before June 1, 1907, for the account of the Mapes Farmers Elevator Co., of Mapes, N. D. Mohler, in turn, on Apr. 13, contracted to sell the Lahart Elevator Co. 10,000 bus. of wheat to arrive, both transactions being on the floor of the Chamber of Commerce. The Mapes Farmers Elevator Co. shipped two cars of wheat Apr. 17 and two cars Apr. 19 to apply on the contract, and when inspected and graded Apr. 22 and 23 the E. L. Welch Co. sent Mohler notice of application on sale.

Mohler at once applied these cars on his sale to the Lahart Elevator Co. He became financially embarrassed and never paid for the grain. The Lahart Elevator Co. never paid Mohler, claiming he was already indebted to the company. The E. L. Welch Co. rendered account sales to the Mapes Farmers Elevator Co. after the failure of Mohler and remitted the full amount due after deducting commissions and other charges, and subsequently brot suit against the Lahart Elevator Co. to recover the value of 5,334 bus. of wheat. The suit was tried twice and decided July 18, 1913.

The court said: We are of the opinion that the written notice to Mohler applying these cars on the sale previously made, the written order to the railroad company to "deliver" these cars to Elevator L "for account of W. B. Mohler," and their delivery there, the rendering of bills therefor to Mohler after his known insolvency, and still later rendering an account to the Mapes Farmers Elevator Company of a sale made to Mohler, tend to prove a delivery to Mohler, and to further prove that plaintiff intended to make the delivery absolute, to "assume the risk of parting with his title and possession," and to rely entirely on the responsibility of Mohler. Together, these circumstances are sufficient to sustain the finding of the trial court in favor of the Lahart Elevator Co.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

TREATISE ON MILL CONSTRUCTION.

Grain Dealers Journal: Where can we get a copy of Oliver Evans' Treatise on Hydraulics and Mill Construction, published prior to 1845?—Alvin T. Embrey, Fredericksburg, Va.

Ans. The book was published many years prior to 1845 and is quite rare. None of the old book stores we have visited had a copy. It was published in Philadelphia, and possibly some eastern book shop can supply you with a copy.

ILLINOIS LAW CONCERNING FREE STORAGE.

Grain Dealers Journal: Please inform us if Illinois has a law going into effect Jan. 1, 1914, similar to the Indiana statute regulating the storage of grain in country elevators.—Swartz & Boughton, Wellington, Ill.

Ans. The Illinois Public Utilities Commission Law, which will go into effect Jan. 1, 1914, places all public warehouses under the jurisdiction of the State Public Utilities Commission, and specifically states that the term "warehouse" includes "all elevators or storehouses where grain is stored for a compensation, whether the property stored be kept separate or not." After the law becomes effective, the Illinois elevator man will have three choices. He may refuse to store altogether; or he may store grain free of charge, and thus keep outside the jurisdiction of the Commission; or he may store for a compensation, in which case he must comply with the provisions of the law and the rulings and orders of the Commission. If he stores grain at all, he must treat all comers alike; he cannot store free for some and make a charge to others. Incidentally the law repeals the old Railroad and Warehouse law, passed in 1871, and substitutes a Public Utilities Commission for the Railroad and Warehouse Commission.

SEEDS TAKE THIRD-CLASS RATE.

Grain Dealers Journal: I have read and reread your different articles on the postage rates on grain intended for seed and grain intended for food, and as I understand it, the postoffice department insists that the rate on seeds is 1c for 2 ozs., while the rate on grain samples intended for food is at parcel post rates or in most cases 1c an ounce. If this is right, then the sender's declaration must govern the rate of postage. If I mark all of the many samples I mail each week "For growing purposes" or "Seeds" will the postoffice department accept it at third-class rate and transmit it to destination at the rate of 2 ozs. for 1c? Of course, if a miller buys the shipment from my sample and does not choose to plant it, I am not in position to compel him to do it, but I sold it to him for that purpose. If I understand the different rulings of the postoffice department, the purpose of the sender is the controlling factor in classifying samples of grain sent by mail. Any additional light on this subject will be

greatly appreciated by—A Puzzled Broker.

Ans.—Your understanding of the rulings of the postoffice officials seems to be correct, both in letter and spirit.

RECOVERY OF EXPENSE OF COOPERING CARS.

Grain Dealers Journal: Can we collect from the railroad company for coopering grain cars, and if so how much per car?—Barg & Barg, White, S. D.

Ans.—The railroad companies supply their local agents with lumber for coopering cars, some also furnish burlap, and some roads maintain coopering stations where cars are made fit for grain loading and do not permit the shipper to cooper.

When the railroad company does not, will not or cannot furnish lumber for coopering, the shipper can cooper the car and collect for the lumber used its reasonable value.

As reported on page 148 of the Grain Dealers Journal for July 25 a New York shipper, Leslie G. Loomis, was given judgment by the Court of Appeals of New York against the Lehigh Valley Railroad Co. for the value of lumber used in coopering cars for grain shipments wholly within the state. On interstate shipments the federal courts have jurisdiction, but no case has been decided by the federal courts.

The Interstate Commerce Commission in the Balfour-Guthrie case held that the shipper, instead of repairing the car tendered, should refuse the car, demand a suitable car and wait indefinitely for a car suitably equipped with doors. The decision of the Court of Appeals of New York was rendered later and would influence the Interstate Commerce Commission in favor of the shipper.

WHO IS RESPONSIBLE FOR OVERWEIGHTS OF CITY SCALES?

Editor Grain Dealer Journal: For the past month the grain buyers here have been complaining to the city weighmaster that his scales were weighing anywhere from 100 to 700 lbs. too much, according to other scales in town. Finally on the 4th of Aug. we got the city council busy and they examined their scales and found them very much out of order.

What I wish to know, is there any way in which we can make the city pay for the damage for shortage or for weighing or rather running a public weighing scales out of order and compelling the grain buyers to settle with their weights. They claim they did not know they were out of order, or weighing anywhere from 100 to 700 lbs. to the load too much.

Has any brother buyer had any such experience in collecting shortage like the above? We have positive proof that the scales were not weighing correct. We do not know just how long they were weighing wrong. I doubt very much if the weighmaster looked under his scales for six months to see if they were all O. K. No grain buyer doing his own weighing would let his scales go that long without looking them over. In seeking pay for our shortage should we bring suit against the weighmaster or the city? Yours truly, John Jacobs, agt. for Hunting Elvtr. Co., Everly, Iowa.

Ans.—The weighmaster is no doubt in the employ of the city, and the city is responsible to the grain dealers whom it has forced to accept its weights. The grain dealers, being required to accept city scale weights, are entitled to a guarantee of weight's correctness, and any loss occasioned them by the scales being out of order should be paid to them without any controversy. The town council of Wilton Junction, Ia., was placed in the same position 5 or 6 years ago, when it was discovered that the city scales were weighing against a grain buyer, and the council settled with the grain buyer to his own satisfaction, after the scales had been placed in working condition. Grain dealers who have had similar experiences should make them known to Journal readers.

THE BIGGEST WAGONLOAD of Oats.

The honor for the largest wagonload of oats is being fiercely contested for by grain elevator men all over the country. Below are given a number of letters from aspirants, each man sure that he is far ahead of the rest. Some pretty big loads are given, but if any grain man is able to show a bigger one, he should write at once.

The condition of the roads leading to the elevator are often a controlling factor in the loading of wagons, so that an ordinary load in one state might be an impossible load in another.

160:30 OATS SOME LOAD.

Grain Dealers Journal: We note in your issue of Aug. 25th what was considered a large load of oats. During Jan. of this year we received from one of our customers 27 loads of oats which totaled 3,881 bu., or 143 bu. and 20 lbs. per load, the largest of which contained 160 bu. and 30 lbs.—Summers Bros., Ambia, Ind.

ANOTHER ILLINOIS ELEVATOR ENTERS CONTEST.

Grain Dealers Journal: In your Aug. 25 issue we noticed letters from parties who had received big loads of oats. We can go them a little better. On May 3 we received a load of oats weighing 4,170 lbs. net, or 130 bus. 10 pounds. Beat that.—John G. Siemsen & Co., Goodenow, Ill.

AN INDIANA LOAD OF OATS 140:10.

Grain Dealers Journal: We note an item in the Journal stating that W. L. Johnson hauled 119 bu. oats in one load and Chas. Kingdon 125 bu. 30 pounds. We beg to advise that on Nov. 30 last, Matt Alford hauled us in one load consisting of 140 bu. 10 pounds of oats.—Clifton Cohee & Co., per C. W. Cohee, Boyleston, Ind.

164 BUS. OF N. D. OATS IN ONE LOAD.

Grain Dealers Journal: I see by the Journal that the El Paso Elevator Co. received a load of oats of 125:30 bus., but I go them one better, as on 7/10/13 I received a load of oats from L. Syverson of 164 bu., and it was drawn by two horses.—Amenia Elev. Co., E. A. Harseim, Agt., Sutton, N. D.

AN IOWA LOAD OF OATS, 4,390 LBS.

Grain Dealers Journal: Have just been reading in your Journal about the 119 and 125 bus. loads of oats the farmers over in Illinois haul and consider big loads. We consider those average size loads here in Iowa. Today, Aug. 28th, we received a load from Geo. Watson that weighed 4,390 lbs. net of oats, or 137 bu. 10 lbs. This is the biggest load of oats we have received in one wagon, but expect some farmer here will soon outdo that.—Bowles & Billings Grain Co. By E. L. Billings, Marshalltown, Ia.

135:30 BUS. OATS IN ONE WAGON.

Grain Dealers Journal: I see in Journal of Aug. 10 that Utah Sta., Ill., had a load of oats that contained 119:12 bus. and in Aug. 25 Journal, El Paso, Ill., comes back at them saying that they can go them one better, as they bot a load of oats that contained 125:30 bus.

I can go them still better, as on Jan. 16 I took in two loads of oats from John

McManus. The first one contained 135 bus. and the second one 135:30. I claim the largest load of oats, as the other loads are not in it.—B. L. Beach, agt. Neola Elevator Co., Deer Grove, Ill.

DETERMINED TO BREAK ALL RECORDS.

Grain Dealers Journal: The El Paso Elevator Co. thinks it has reported a very large load of oats. I recently sold J. E. Whitman some oats from a car. His first load contained 178:04 bus., second load 168:14 bus., third load 175:10 bus., fourth load 171:28 bus., and fifth load 176:28 bus. These wagons had no extra side boards and were bot for hauling wheat.—J. H. Fletcher, mgr., Preston Grain, Live Stock & Merc. Co., Preston, Kan.

INDIANA ROADS ARE 162:06 BUS. GOOD.

Grain Dealers Journal: We note the letter in Journal of Aug. 25 headed "A Big Load of Oats" delivered to El Paso Elevator Co., El Paso, Ill., consisting of 125 bus. and 30 lbs. We can go them one better.

Mr. C. C. Clark delivered to us on Oct. 19th, 1912, one load of oats weighing 162 6/32 bus. He delivered us on Oct. 18th and 19th five loads that averaged just 130 bus. and 30 pounds each. We also had delivered to us Sept. 10th to Sept. 25th, 1912, 17 loads of oats by Mr. Chas. Doctor, averaging 128 bu. and 3 pounds each.—Schlademan Bros., Seafeld, Ind.

230:20 BUS. OATS THE LAST WORD FROM INDIANA.

Grain Dealers Journal: In the last Journal we note that the El Paso Elevator Co. received a load of oats containing 125:30 bus. Now we are not boasting at all, but just to show our friends from Illinois how much amused we were when we read their letter, we will give the weights of a few loads hauled to us.

On Dec. 16, 1912 (same date as El Paso Elev. Co. received its big load), Wm. Michels delivered in one load of oats 209:10 bus. On Aug. 30, 1912, T. M. Cochran delivered 230:20 bus. oats. Glancing over our records we find numerous loads of from 175 to 200 bus.

Chas. Forest delivered a load of baled hay weighing 5 tons 100 lbs. this week and said that he could easily have made it 6 tons.

We do not claim to have the record broken for heavy loads, but if our friends from Illinois will come out here we Hoosiers will make them "sit up and take notice."—Respectfully yours, O. Gandy & Co., per F. M. Vickery, Bippus, Ind.

152:15 OATS OVER MICHIGAN ROADS.

Grain Dealers Journal: The writer noticed in your issue of Aug. 25th that the El Paso Elev. Co. had received a load of oats weighing 125 bus. 30 lbs. We received a load of oats from one of our farmers this morning which weighed 152 bus. 15 lbs. You will have to come a little stronger, brother.—Very truly, Sandusky Grain Co., Sandusky, Mich.

I have been reading the Grain Dealers Journal ever since I started in the grain business, and wud not want to stop taking it, as there are things continuously happening in the trade that the Journal covers.—J. D. Worsham, mgr., Sheldon Elvtr. Co., Sheldon, Ill.

THE RUSSIAN Imperial Bank of St. Petersburg has to date appropriated 8,503,000 roubles (a rouble is worth 51½¢ in our money) for the erection of 25 grain elevators. At a recent meeting it was agreed to erect elevators at the following stations on the Ryazanchko-Uralskoi Ry.: Kolyshai, 207,000 roubles; Tambov, 408,000 roubles; Saltykovka, 227,000 roubles, and Tamala, 240,000 roubles.

EFFECT OF SHORT CORN Crop on Price.

Speculators who believe in higher prices for corn on account of the partial failure of the crop this year have substantial grounds for their confidence, in the records of price movements during eight other years of partial crop failure.

Taking the low price in May of the year of the failure and comparing it with the high price in May of the following year the average rise in the price during those eight years was 27 cents per bushel for No. 2 corn at Chicago. The least rise was 18 cents in 1873 and the greatest 37 cents in 1890. Taking 55 cents as the price of corn at Chicago in May, 1913, the price in May, 1914, might rise to 82 cents as the average, or at least to 73 cents, and at most to 92 cents per bushel.

The following table compiled from the reports of the U. S. Dept. of Agriculture gives the crop in millions of bushels, the crop for each preceding year, the low price in May, the high price the following May and the advance in price in cents per bushel.

Year of crop failure.	Million bus.	Preceding crop.	Low price in May	High price next May.	Rise in cents.
1873....	850	932	49	67	18
1881....	1,194	1,717	41½	76½	35
1887....	1,456	1,665	36½	60	23
1890....	1,489	2,112	32½	69½	37
1894....	1,212	1,619	36½	55½	19
1901....	1,522	2,105	42½	64½	22
1907....	2,592	2,827	49½	82	33
1911....	2,531	2,886	52½	82½	30
1913....	2,600	3,124	55

Average, 27c. rise.

Since Aug. 1, when the government estimate of the yield used in the foregoing was made, the corn crop has suffered greater damage, good authority placing the total crop for 1913 below 2,400,000,000 bus.

The Grain Dealers Journal is very instructive and is good reading. Every grain dealer shud take it.—Challburg Bros., Verdigris, Okla.



Another Elevator Wall Liable to Break Out.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

DIFFICULT TO SELL WHEAT TO ARRIVE.

Grain Dealers Journal: We understand the Inspection Department now inspects all cars by an average sample. For instance: if two-thirds of the car is choice No. 1 Nor. wheat and one-third of the car is NG wheat, they mix the two samples together and if the mixture in their judgment is good enough to pass for No. 1 Nor. they so grade it.

The grain samplers, under the rules of the Chamber of Commerce must not bring average samples, but must bring separate and distinct samples showing the different quantities and qualities of grain in each car, so grain in Minneapolis is all sold by sample and this method of inspecting and sampling renders it difficult for the cash grain salesman to make sales to arrive as the millers insist on specifying No. 1 Nor. dry or choice No. 1 Nor. and will not accept any set up cars on sale.

A salesman frequently finds himself unable to sell a car of No. 1 Nor. wheat at anywhere near the average price for No. 1 Nor., because the ideas of the Inspectors and the millers and elevator men as to its value do not coincide. This is the situation as I see it at the present time.—S. J. McCaull, Secretary, Minneapolis, Minn.

REINSPECTIONS AT CHICAGO.

Grain Dealers Journal: Under date of Aug. 25 there appeared in your Grain Dealers Journal an article relative to the politicians filling up the Grain Inspection Department with political followers. While the Civil Service Commission have suspended quite a few and have filled the places with others, it has in no way affected the efficiency of the Department, and the article, as published, in my opinion, was not written with any knowledge as to the work that is being done by the Department, and for that reason, I consider the same unfair to the Trade as well as to this Department, especially where the expression is used, "The Trade will pay the bill."

I herewith enclose a table to show the number of cars inspected on arrival, the re-inspections which were called, also the changes, together with the percentage of changes, in which you will see that the Department is today doing quite the reverse as alluded to in your article.

Under date of April 15, 1913, I took charge of the Illinois State Grain Inspection Department, as Chief Grain Inspector, and I herewith show the record for the time I have been in charge, as well as about ten months of the former administration. I kindly ask you to publish same in justice to the Trade and this Department.—Respectfully, John P. Gibbons, Chief Grain Inspector, Chicago, Ill.

INDIANA LAW PROHIBITS 30 DAYS' FREE STORAGE.

Grain Dealers Journal: We took up with the Indiana Public Service Commission the question of whether or not it is permissible under the Spencer-Shively Utility Commission Act for an elevator owner to store grain free for thirty days, and thereafter make a charge. The Commission's reply, which was written by Judge McClure, states positively that free service is contrary to the Act and that a charge should be made to all persons depositing grain for storage. The Commission is overwhelmed with work, but as soon as it becomes properly organized, it will take charge of this storage matter with a firm hand.—Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n. Indianapolis.

EXCESSIVE SWITCHING CHARGES OF NICKEL PLATE R. R. AT BUFFALO.

Grain Dealers Journal: For the information of your many readers we would advise that, since the burning of the Husted elevator on Nickel Plate tracks at Buffalo, there is no elevator in Buffalo operating on the Nickel Plate tracks. The Nickel Plate Railway has not seen fit to amend its tariff so that grain arriving at Buffalo on the Nickel Plate Railroad might move to elevators located on some other road than the Nickel Plate Railroad without incurring switching charges. These switching charges vary.

To reach any elevator situated on the Buffalo Creek Railroad the grain incurs an out-bound Buffalo Creek switching charge of \$2.10. To reach the Iron elevator, located on the Lake Shore tracks, a switching charge of \$3.50 is incurred. To reach the Evans, Exchange and Monarch elevators the switching is \$6.00 per car.

Shippers should be warned against routing their grain via Nickel Plate Railroad until these conditions are remedied

through the issue by that road of a tariff permitting grain arriving at Buffalo on the Nickel Plate Railroad to reach the various industries and elevators on the same basis that the grain would be handled upon if it arrived in Buffalo on any one of the other grain-carrying roads.—Very truly, Burns Grain Company, H. T. Burns, Pres., Buffalo, N. Y.

HEAD OF WHEAT CONTAINS TWO GRAINS OF OATS.

Grain Dealers Journal: We are just in receipt of a picture which we are enclosing of a head of wheat which has a well matured pod containing two grains of oats. I have examined the head and it is as perfect as if grown on a stalk of oats.



Head of Wheat on Which Two Oat Kernels Are Growing.

Mr. A. G. Cain is the owner of the head, and it was grown on his farm, near this place.—Very truly, Ludlow Grain Elevator Co., Ludlow, Mo.

Explanation: For this to grow in nature is absolutely impossible. Either the thing is (1) an intentional fake, or (2) an accidental intrusion of some oat kernels into the wheat head, innocently supposed to be a natural growth, or (3) a fungus growth or teratological effect in a wheat head, which in appearance suggests an oat grain. Personally, I incline to the belief that the second is the probable explanation. I recall an incident which occurred a year or two ago in one of the western states, where a fairly careful observer was deceived by some oat kernels having become firmly imbedded in the head of a different cereal.—Very truly yours, C. R. Ball, Acting Cereal-ist in Charge, Bureau of Plant Industry, Washington, D. C.

A blotter seed tester is being distributed by the Crop Improvement Com'te among interested parties. The Com'te will send the tester to any one sending 1c to cover postage.

The hollow tile corn cribs illustrated on page 290 of the Grain Dealers Journal Aug. 25 were erected by the Adel Clay Products Co., of Adel, Ia., who are the originators of this style of construction.

GRAIN INSPECTIONS.

Illinois State Grain Inspection Department—Chicago District.
July 1, 1912, to August 30, 1913.

1912.	Cars inspected on arrival.	Re-inspection called.	Cars sustained.	Changed by re-inspection.	Per cent of re-inspection changed.
July	10,696	230	110	120	52.2
August	19,906	332	159	173	52.1
September	26,065	542	338	204	37.6
October	18,692	376	197	179	47.6
November	16,378	326	165	161	49.3
December	18,333	171	94	77	45.
January, 1913.	25,651	192	97	95	49.5
February	23,424	280	142	138	49.3
March	14,131	249	136	113	45.3
April	8,192	243	138	105	43.2
May	10,688	286	202	84	29.4
June	23,765	446	336	110	24.6
July	19,015	350	270	80	22.8
August	22,431	407	224	83	20.4

THE TENTATIVE CORN Grades as Viewed by Dealers and Inspectors.

ALL RIGHT.

Angola, Ind.—I think the grades established by the Government will be all right.—G. A. Smith.

RULES ARE RIGHT.

Minneapolis, Minn.—I think the tentative rules of the U. S. Government relating to the grading of corn are exactly right.—G. H. Tunell, Chief Deputy Inspector.

FAVORS GOVERNMENT GRADES.

New Orleans, La.—I wish to go on record as favoring corn grades by the Government that are workable and agreeable to the trade.—W. L. Richeson, Chief Grain Inspector.

SEPARATE GRADE FOR DRIED CORN.

New York City, N. Y.—My opinion is, there should be a separate grade for dried corn, otherwise I have no objection to the rules. I should think the *merchants* would be afraid to hold No. 2 corn, moisture 15.5. The No. 1 might be made the contract grade, that would be reasonably safe.—G. H. K. White.

WOULD COMPEL BETTER CARE OF CORN.

Indianapolis, Ind.—As shippers we see no particular objections to the tentative corn grades presented by the department of agriculture. The low percentage of moisture allowed in No. 2, 3 and 4 will be hard on the grading of early shipments, but will really be a protection to handlers of the grain in transit and to the final consumer.

These new grades as applied would compel the farmer to take better care of his corn both in its harvesting and in its storage in cribs.—The Files-Thomson Co., A. F. Files, President.

FAVORABLY IMPRESSED.

Blanchester, O.—After looking over the proposed grades and comparing them with the present grades, we feel favorably impressed and think the new rules should be given a fair trial, after probably making some slight modifications to conform to certain conditions which have been found to exist in the different markets.

The larger number of grades with the more specific details, showing what kind of corn is required for each grade, should enable an inspector to decide just how each carload should be graded with greater certainty and less doubt than at present or heretofore.—The Dewey Bros. Co., L. W. D.

RULES FOR NOS. 2 AND 3 TOO HIGH.

Cairo, Ill.: The theory the Agricultural Department has been working on, and on which it has made the tentative grades, is as to what percentage of moisture corn could contain and keep indefinitely, and it has set the mark at 14% for No. 1.

This corn will not keep nor will any natural dried sound corn keep during the germinating season. In my experience of twenty-seven years I have never seen two crops alike, and corn that contains 18% of moisture on one crop will keep as well or better than corn containing 16% on the crop of another year.

The grades of No. 2 and No. 3 which are the merchantable grades, in my opinion, are too high and the moisture content should be increased. It would be impossible to have the rules satisfactory to every one, but I hope that they can be made uniform.—W. S. Powell, Chief Grain Inspector.

RULES FAVOR PURCHASER.

Omaha, Neb.—On first glance, it looks as tho the tentative grades were established more favorable to the purchaser than to the seller, and reduces the percentage of moisture allowed in corn nearly one whole grade. This would not make very much difference, as it would no doubt start with the purchaser buying No. 4 corn where he had been buying No. 3, and No. 3 corn where he had been buying No. 2. The worst feature the writer sees at first glance is the small percentage of cracked or broken grain allowed. We think it would leave a technical chance for an unlimited amount of controversy.

This is merely an opinion at first glance, without very much consideration. We really feel that the exchanges that represent the buying markets and also those who represent the selling markets should through representatives arrive at what they consider a fair basis, submit it to the government at the proper time. We do not think it intends any action that would be detrimental to either class, and if the proper grades were submitted to it would have no trouble putting it through.—Hynes Grain Company, by W. J. Hynes.

SIX GRADES ENUF.

Kansas City, Mo.—I have given some thought and study in conference and discussion with the Chief Grain Inspector of this state, to the subject of grading corn. We have together considered most carefully the tentative grades of corn, submitted by the United States Department of Agriculture, in seeking to establish proper standard grades for corn, and rules for grading same. The subject is of much interest to all official grain inspection departments, and the investigations of the Department of Agriculture to reach a satisfactory standardization of grain has the hearty approval and co-operation of this department, and will no doubt be welcome to all grain inspection bureaus, public and private, in every state.

After careful consideration of the Government's tentative grades for corn, and rules for grading, this department would briefly offer the following suggestions in establishing grades and rules for securing uniform grading of corn by the different grain inspection departments of the various states:

We would make the number of grades for corn six instead of seven, classified as White, Yellow and Mixed, No. 1, 2, 3, 4, 5 and Sample. We see no objection to the grades 1, 2 and 3, but would lower the grade of No. 4 to 20 per cent moisture, 10 per cent damaged corn and 5 per cent of foreign material, broken and cracked grains, and combine the foreign material, broken and cracked corn, into one classification. We see no necessity for the grade of No. 6 corn, and would suggest that the rule covering that grade apply to grade No. 5, and that the grades of No. 1 to No. 4, inclusive, "must be sweet." We do not think it would be fair to require that a lower grade than No. 4 corn should be sweet, as very little corn of that inferior grade possesses that quality, and it would practically make all No. 5 corn grade Sample. There would be very little corn that could properly be graded No. 5 if the word sweet is retained in the rules, and applies to grade No. 5, altho it might come up to the maximum moisture per cent of No. 5 corn.

This is the opinion of Mr. M. C. Fears, Chief Grain Inspector of Missouri, based on many years' experience in officially grading corn in this state. With these suggestions of changes we would make, in fixing the grades for corn and general rules for the grading, we consider your tentative grades as nearly correct as they could be made and entirely practical, as found from years of experience, demonstrated by experiments and investigations of recent years by the Government and State Departments of Agriculture.

We would like to see the grades for corn fixed by the Government, as submitted by your department, with the changes we have suggested, which would, in our judgment, prove more satisfactory and come nearer dealing fairly with all conditions of corn, and not unfairly decreasing the market value of the grain by wrong official grading in any instance.

The sooner there is uniformity of grain grading in the different states, and general standardization of grain grades, the greater will be the benefits of official inspection and grading of all kinds of grain to the trade and to the public, whether it be state or federal inspection.—Very truly, Jas. T. Bradshaw, Warehouse Commissioner of Missouri.

GRADED CORN SHOULD BE FREE FROM FOREIGN MATTER.

St. Paul, Minn.—I have looked over the tentative corn grades presented by the Agricultural Department of the Federal Government with a great deal of interest, and personally I think they are all right. I fail to see where any market can object to them. I have always felt there was an excessive amount of moisture permitted in the corn grades, but in as much as we were comparatively small factors in the handling of corn, and these grade percentages seemed to be satisfactory to the larger corn markets which dominate the situation, I felt we could follow anything that the others could.

There is, however, one objectionable feature about the grades, and that is permitting a stated per cent of foreign matter or defects. I am a firm believer in when you buy wheat, corn, oats or any other cereal, that it should be practically free of impurities. The allowance of a stated per cent of foreign matter or defects in the grades gives the mixer an opportunity of injecting this amount into his grain where otherwise it would be comparatively clean.

Analyzing these grades from my viewpoint, up one side and down the other, I feel they are a decided improvement over the present ones in operation in the different markets of this country.—F. W. Eva, Chief Inspector of Minnesota.

THE TARIFF bill passed the Senate Sept. 9 by a vote of 44 to 37. Among the changes made by the Senate were to place wheat on the free list and to restore oatmeal and rolled oats to the dutiable list. Flax and hemp are also on the free list.

A NEW PUBLICATION entitled "The Agricultural Outlook" will be issued as occasion demands by the federal Department of Agriculture. It will contain crop statistics, current market prices, and expert opinions on the market outlook. Special articles pertaining to agriculture by the Department's experts will also be given in the new journal. Assistant Sec'y Galloway states that the publication will adopt a "popular" style and will be distributed directly among the farmers.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Winnipeg, Man., Sept. 1.—Estimated wheat acreage in Manitoba, Saskatchewan and Alberta 10,531,000 acres; yield 16.8 bus.; total estimated yield 176,920,800 bus. Oats acreage 5,470,000 acres; yield 41 bus.; 224,270,000 bus. total estimated yield. Barley acreage 1,115,000 acres; yield 30.5 bus.; 34,007,500 bus. total estimated yield. The total amount of wheat inspected in 1912 amounted to 125,975 cars or 141,716,250 bus.; 2,450,000 bus. of 1911 crop in farmers' hands; wheat in store at country points, 1,500,000 bus.; in transit not inspected, 350,000 bus.; marketed at Winnipeg 150,000 bus.; in farmers' hands 600,000 bus.; allowed for seed, feed, etc., 35,000,000 bus.; total wheat crop 176,866,250 bus. Oats inspected 59,765,000 bus. and barley 14,833,000 bus.—Frank O. Fowler, sec'y Northwest Grain Dealers Ass'n.

Toronto, Ont., Sept. 1, 1913.—Harvesting conditions favorable; estimated acreage of fall wheat, 646,533, compared with 759,838 acres in 1912; spring wheat, 116,581 acres, compared with 123,080 acres in 1912; barley 623,658 acres, compared with 647,382 acres in 1912; oats, 2,699,459 acres, compared with 2,601,735 acres in 1912; peas, 177,303 acres, compared with 221,524 acres last year; beans, 66,639 acres, compared with 69,703 acres last year, and rye, 118,429 acres compared with 105,949 acres in 1912. Estimated yield of fall wheat, 24.5 bus. per acre or 15,835,814 bus., compared with 19.3 bus. per acre or 15,039,885 bus. in 1912; spring wheat, 17.3 bus. or 2,012,934 bus., compared with 18.7 bus. or 2,302,339 bus. in 1912; barley, 27.7 bus. or 17,295,811 bus., compared with 29.7 bus. or 19,232,275 bus. in 1912; oats, 35.3 bus. or 95,379,405 bus., compared with 37.3 bus. or 98,444,807 bus. in 1912; peas, 18 bus. or 3,190,813, compared with 16.6 bus. or 3,667,005 bus. in 1912; beans 18 bus. or 1,201,005 bus., compared with 17 bus. or 1,182,132 in 1912, and rye, 17 bus. or 2,017,965 bus., compared with 17.4 bus. or 1,839,675 in 1912. Fall wheat is generally classed as good sample; cutting ranged from July 10 to the end of the month. Spring wheat sample well spoken of; barley did not get a good start owing to cold weather at start of season, crop, however, turned out to be a satisfactory one and grain is plump and of excellent color. Oats are well up to weight and crop is excellent. Peas are a fair crop but beans suffered from too much rain, crop promising well, however. Corn got a poor start but is giving good promise.—Ontario Dept. of Agriculture.

FLORIDA.

Gary sta., Tampa p. o., Fla., Aug. 25.—Florida is not a corn state, but the estimate for this year is greater than any preceding year. Southern Florida is a grain and feed consuming country and with its rapidly increasing population makes a good market.—Stalnaker Bros.

ILLINOIS.

Lexington, Ill., Sept. 9.—Corn will not average 30 bus.—J. J. Kemp.

Milmine, Ill., Sept. 3.—New corn poorest on record and will make about 25 bus.—O. N. East.

Hammond, Ill., Sept. 3.—New corn will not exceed 25 bus. and is drying up fast.—Bunyan & Evans.

Macn, Ill., Sept. 2.—Corn will not make over 20 bus. Hot weather killing corn fast.—R. B. Andrews.

La Place, Ill., Sept. 5.—Corn will make ½ crop; 10% of old corn left in farmers' hands.—V. Hawthorne.

Lexington, Ill., Sept. 9.—Oats averaged 35 bus. About 15% of the old corn left in farmers hands.—A. P. Schantz.

Atwood, Ill., Sept. 5.—Corn unusually poor; will make only 25 bus.—J. A. Matkews, Agt. Horton Bros. & Co.

Newman, Ill., Sept. 8.—Crop prospects are exceptionally poor. Corn may average 20 bus. per acre.—W. J. Roller.

Camargo, Ill., Sept. 8.—Corn will not average over 20 bus. per acre. Oats made 10 bus. per acre.—Revell & Howe.

Ficklin, Ill., Sept. 5.—Oats made 15 bus. Corn will not make over 20 bus.—V. E. Reeder, agt. Horton Bros. & Co.

Lindenwood, Ill., Aug. 26.—Threshing about finished; oats averaging 40 to 42 bus. Corn looking fine.—Geo. H. Read.

Hennepin, Ill., Sept. 5.—Oats poor; average about 25 bus. Corn badly damaged; not more than ½ crop.—H. E. Raley, agt. Turner-Hudnut Co.

Emery, Ill., Sept. 2.—Corn will make 40 to 50 bus. About 5% old corn left in farmers hands.—R. E. England, Agt. Shellabarger Elvtr. Co.

Garrett, Ill., Sept. 5.—Rain badly needed; no wheat will be sown until it rains. Corn will not make over 20 bus. and oats made 12 bus.—Collins & Co.

Walker, Ill., Sept. 1.—About 25% of old corn left in farmers hands. New corn will not average over 25 bus.—Frank Osborne, mgr. Mansfield-Ford Grain Co.

Pierson Station, Ill., Sept. 3.—New corn will average about 30 bus. About 25% of old corn left in farmers hands.—W. H. H. Reeder, agt. Horton Bros. & Co.

Sheldon, Ill., Sept. 4.—Farmers not selling many oats or new corn; new corn looks like little under average crop.—J. D. Worsham, mgr. Sheldon Elvtr. Co.

Maple Park, Ill., Sept. 1.—Oats made from 45 to 80 bus. Corn will probably average 50 bus. About 5% old corn left in farmers hands.—R. A. Nelson, of Nelson & Fraser.

Goodenow, Ill., Sept. 2.—Oats averaged 35 bus. Corn as good as we have seen it in years. Still about 5% old corn left. Pastures fine since rain.—John G. Siemsen & Co.

Harvel, Ill., Sept. 8.—Corn will only make scant ½ crop on account drouth and chinch bugs; wheat acreage larger than usual. Pastures burned; all stock must be fed dry feed.—E. N. Bockewitz, sec'y Harvel Grain, Hay & Supply Co.

Forsythe, Ill., Sept. 2.—Corn will make 35 to 40 bus.; had biggest wheat yield yet reported; a field of 11 acres weighed over our scales an average of 62 bus. per acre. Large wheat acreage now being sown.—L. P. Bowden, agt. Shellabarger Elvtr. Co.

Chicago, Ill., Aug. 26.—After a personal canvass covering most of the Illinois corn belt, I estimate that this state will produce 319,300,000 bus. of corn this year. The average crop for the last five years has been 370,000,000 bus.—Wm. M. Hirsch, with J. C. Shaffer & Co.

Sauemin, Ill., Aug. 25.—New oats running 25 to 35 bus.; will average 28 to 30 bus. Corn commencing to show improvement; estimated yield 25 to 35 bus. with some fields running over 40 bus. Farmers binning most of the new oats and holding for higher prices; price now 39 to 40c. Old corn selling at 71 and 72c.—Carson, mgr. Sauemin Elvtr. Co.

INDIANA.

Plymouth, Ind., Sept. 8.—Wheat crop good; average yield 22 bus.; test 60 lbs. Oats about 50% of crop; yield 20 to 25 bus.; light weight. Movement not very brisk; farmers getting ready for seeding. Fully 50% of the wheat in farmers hands to be marketed, holding for higher prices. The majority of oats will be used for feeding purposes.—C. H. Grube of Miller & Grube.

Goshen, Ind., Aug. 25.—Good crop of wheat and promise of a fairly good crop of corn; oats a trifle short, but a good stock was carried over and the shortage will not be felt. Farmers disposed to market grain freely; good showers have put ground in good condition for fall ploughing and the acreage put to wheat this fall will be large.—F. E. C. Hawks, pres. Goshen Mlg. Co.

IOWA.

Lansing, Ia., Sept. 6.—Grain and corn good average.—B. K. G.

Ocheyedan, Ia., Sept. 7.—Crops good in this part of the state.—A. B. Callender.

Burt, Ia., Aug. 23.—Oats crop fine; 40 to 50 bus. Corn looks good.—O. P. McDonald.

Urbana, Ia., Sept. 6.—Crops more than average.—C. E. Heath, sec'y Farmers Grain Co.

Elairsburg, Ia., Aug. 23.—Shock threshing about finished; plenty of moisture; insuring good average corn crop.—J. E. Giaman, mgr. Farmers Elvtr. Co.

Merrill, Ia., Sept. 5.—Small grain yield light; wheat 12 bus.; oats 15 to 20 bus.; barley 6 bus.; corn drying up fast; half crop.—J. H. Luken, mgr. Farmers Elvtr. Co.

KANSAS.

Liberty, Kan., Aug. 22.—Wheat crop one of the largest ever raised here; some of the largest yields on record.—W. C. P., agt. Rea & Patterson Mlg. Co.

Summerfield, Kan., Aug. 22.—We have not 10% of a corn crop this season. I believe that corn will have to be shipped in here for the first time in the history of this section.—Frank Thomann, mgr. Summerfield Elvtr. Co.

Preston, Kan., Aug. 29.—Oats half crop; no corn to speak of; good fodder; kafir and cane standing dry weather fairly well; some quite green. Threshing done without rain. More wheat than usual moved from thrasher, not much moving now. Most farmers nearly ready for seeding.—J. T. Fletcher, mgr. Preston Grain, Live Stock & Mercantile Co.

MICHIGAN.

Melvin, Mich., Sept. 6.—Oats moving freely last 3 or 4 days; fine crop; good condition. Farmers busy with sowing and bean harvest.—Kerr Grain & Hay Co.

Merrill, Mich., Sept. 6.—Wheat fine; acreage light. Oats fine; best quality; good acreage. Beans good; just harvesting.—P. L. Perkins, vice-pres. and mgr. Merrill Elvtr. Co.

Lansing, Mich., Sept. 1.—Estimated average yield of wheat 16.14; quality 95%; total number of bus. reported marketed in August 300,777 bus.; estimated number of bus. marketed 750,000; 61 dealers, mills and elvtr. report no wheat marketed during the month. Estimated oats yield 22.71; quality 90%. Estimated yield of rye 13.97. Corn condition 84%; against 73% a year ago. Probable yield of beans 78%, the same as last year. Estimated yield of peas 18.10%.—Frederick C. Martindale, sec'y of State.

MINNESOTA.

Dunnell, Minn., Aug. 26.—Shock threshing nearly all done; oats yielding 30 bus.; barley 15 and wheat 10.—E. A. Cooper, agt. Greig & Zeeman.

Elbow Lake, Minn., Aug. 22.—Crops good; wheat averaging 18 bus.; barley 30 to 40 bus. and oats 40 to 60 bus.—C. S. Jacobsen, agt. Atlantic Elvtr. Co.

St. Cloud, Minn., Sept. 6.—Wheat good yield; good quality; rye good yield; good quality; oats good yield; water stained; corn good yield if no early frost.—H. A. B.

Wheatville sta., Ada p. o., Minn., Aug. 23.—Barley yield 16 to 35 bus.; good quality; wheat 10 to 20 bus.; grading No. 2 so far; oats 30 to 55 bus.; good.—A. R. Uecker, agt. National Elvtr. Co.

Renville, Minn., Sept. 4.—Threshing started early in August. Crops fair and yields about same as last year; corn crop fine, big yield. Threshing delayed by rain; grain receipts light this week.—J. J. Moughan.

Vlasaty sta., Dodge Center p. o., Minn., Aug. 21.—The crops in this vicinity are much better this year than last, but the heavy rains we are having are going to spoil the grade.—L. A. Felton, mgr. B. L. Muldown Elvtr.

Minneapolis, Minn., Sept. 4.—Weather in North Dakota ideal for threshing, which has progressed rapidly. Quality of barley this year much better than last, but yield per acre is less. Threshing returns from southern Minnesota turning out better than anticipated; southwestern and western Minnesota returns indicate a good average crop; same applies to eastern South Dakota, i. e., east of the divide between the Sioux River and James River valleys. In territory west of the divide only about 25% of an average crop; with exception of territory mentioned north of Aberdeen crop is fully up to the average. All indications are that corn crop in Minnesota will be the best ever raised, while in South Dakota the prospects for a banner corn crop were injured by the hot weather in July, so that final results will be about 50 to 60% of an average crop.—The Van Dusen Harrington Co.

MISSISSIPPI.

Jackson, Miss., Aug. 29.—Best outlook for crops in five years; estimated increase of 10,000,000 bus. of corn over last year.—F. B. Lemley & Co.

MISSOURI.

Bethany, Mo., Aug. 23.—Corn crop damaged fully 50%; farmers buying wheat to feed.—Bethany Mill & Elvtr. Co.

Columbia, Mo., Sept. 6.—August unfavorable month for farmers; has been a falling off of crop conditions all thru the month; rainfall .77 of an inch, compared with 4.91 ins. in 1912; highest temperature recorded 195 degrees, and for 11 days it was 100 or more. Corn condition 41.8% compared with 70% a month ago and 86.6% a year ago when the yield was 243,000,000 bus.; much good corn on river bottoms and in low land but upland fields will hardly make good fodder; estimates place the cut in the corn crop at 20% and 40% more.

will go into shock. Dry weather has greatly interfered with wheat sowing; only 30% of ground plowed; estimated acreage of new crop 89% of acreage harvested. Oats yield 20.5 bus. on part of crop threshed. Rye yield 14.2 bus.; buckwheat 10.5 bus.; barley 18 bus.; flax 6 bus.—T. C. Wilson.

NEBRASKA.

Warnerville, Neb., Sept. 8.—Crops fair; very dry; early planted corn safe from frost.—O. A. S., agt. Omaha Elvtr. Co.

Cook, Neb., Aug. 25.—Corn prospects poor; not enough rain to do early corn any good.—Geo. J. Dillon, mgr. Farmers l.br. Co.

Wareham, Neb., Sept. 9.—Corn will make 25 bus.; poor quality. Some small grain moving; tests light. Farmers beginning to sow fall wheat and quitting spring wheat.—H. A. E.

Fairfield, Neb., Sept. 5.—Shipping in oats and corn; no corn raised here; farmers feeding wheat. Need rain before farmers can sow winter wheat; ground hard and dry.—O. L. Campbell, agt. E. Stockham.

Blue Springs, Nebr., Sept. 4.—Corn going backward past 20 days; possibly will make one third crop; will not be best quality; farmers cutting it up, fearing it wud go entirely; late corn gone, all burned up; 10 miles north of here corn and wheat are good on account of rain. We had no rain here for 20 days.—Frank Dorn.

NEW YORK.

Himrod, N. Y., Aug. 28.—Wheat, oats and barley short; beans and corn outlook not the best.—Ceylon Randall.

Caledonia, N. Y., Sept. 4.—Yield of wheat much less than estimated; about 16 bus.; farmers will probably feed considerable wheat on account of the high price of corn.—John Ball & Co.

NORTH DAKOTA.

Wilton, N. D., Aug. 28.—Threshing started; wheat will average 10 bus.; good quality.—J. A. Schroeder, mgr. Wilton Elvtr. Co.

Edmunds, N. D., Aug. 29.—Grain is coming in in good shape; expect a good crop this year.—H. B. Wescom, agt. Occident Elvtr. Co.

Courtenay, N. D., Sept. 1.—Crops about same as last year; threshing just commenced; wheat yield 10 to 20 bus.—Parsons Grain Co.

Agate, N. D., Aug. 25.—Farmers are busy cutting grain; will start threshing in about a week.—L. L. Krutchen, mgr. Farmers Elvtr. Co.

Considine, N. D., Sept. 8.—Half crop; rainy at present; threshing getting along fine. Barley colored badly; considerable wild oats in it.—C. E. Carr, agt. Imperial Elvtr. Co.

Alfred, N. D., Aug. 29.—New barley now being marketed quite freely; wheat commencing to come in; will be in full swing in a few days.—Chas. W. King, agt. Powers Elvtr. Co.

Maxbass, N. D., Aug. 20.—Harvesting progressing; lots of rain; believe wheat will go better than 10 bus. per acre.—Howard Elliott, mgr. Farmers Co-operative Elvtr. Co.

Tunbridge, N. D., Aug. 29.—Threshing now started; light crop to contend with; grain not turning out as good as expected; fine weather.—H. O. Balke, mgr. Thos. Ose Elvtr. Co.

Grafton, N. D., Sept. 4.—Grain all threshed; in excellent condition; grading No. 1 hard. Wheat 10 to 12 bus.; barley 40 to 60 bus.—A. J. Borsheim, agt. Duluth Elvtr. Co.

Almont, N. D., Sept. 6.—Threshing pretty well advanced; crop average about 50% less than last year. Wheat good quality, all grading No. 1 northern.—C. M. Smedstad, agt. Occident Elvtr. Co.

Sutton, N. D., Sept. 3.—Threshing has started and wheat is running about 12 bus. per acre. Most of it will not grade better than No. 2.—E. A. Harseim, agt. Amenia Elvtr. Co.

Calvin, N. D., Aug. 25.—Wheat will go 15 to 20 bus.; oats 30 to 45; barley 20 to 35; flax 14. Threshing will begin in about a week; rainfall for last month averaged 1 in. per week.—Wm. D. Crawford, agt. Imperial Elvtr. Co.

Fargo, N. D., Sept. 3.—The weather for past 10 days has been ideal for threshing and the machines are making fast progress. Grain dealers on the Great Northern Ry. seriously handicapped by car shortage.—Quinn-Shepherdson Co.

Bathgate, N. D., Aug. 29.—The first new barley was received and shipped by the Farmers Elvtr. Co. last week. Wheat yielding 15 to 25 bus.; good quality; test-

ing 60 lbs.; barley 20 to 35 bus.; fair sample; no oats threshed to date, but threshing operations are well started and Pembina county promises a very fair yield.—J. O. Mahoney, mgr. Farmers Elvtr. Co.

OHIO.

Defiance, O., Sept. 6.—Oats short; corn fair; wheat good.—Defiance Iron & Steel Co.

Burgoon, O., Sept. 6.—Crops good with exception of oats. Oats average 30 bus.; wheat 25 bus.; corn crop good.—A. H. Speck, mgr. Sneath-Cunningham Co.

Bellevue, O., Sept. 6.—Wheat good; oats average crop; corn will be average crop, secured in good condition in spite of dry weather. Sufficient rain during corn growing season to put corn in good condition to stand recent drouth.—Irvin T. Fangboner, pres. Irvin T. Fangboner Co.

OKLAHOMA.

Grove, Okla., Aug. 25.—Had good crops this year.—J. D. Yeargain.

Verdigris, Okla., Aug. 25.—Crops very poor; little grain will be handled.—Challburg Bros.

Navina, Okla., Sept. 8.—Will have enuf corn and oats to feed stock; probably few cars corn and 25,000 bus. wheat additional.—T. J. Lindsey.

OREGON.

Baker City, Ore., Sept. 6.—Crops fine; wheat worth 68 to 72c; oats \$1.10 per cental; barley 95c. to \$1.00 per cental.—W. W. Stevens.

SOUTH DAKOTA.

Canova, S. D., Aug. 25.—Wheat threshing 18 to 21 bus.; little barley raised; all crops good.—F. N. Dexter, Canova Grain Co.

Fairview, S. D., Sept. 4.—Having hot, dry weather past ten days; corn will be light weight; not average crop. Grain movement a little slow; farmers seem inclined to hold.—W. P. Manning.

Winner, S. D., Aug. 23.—All crops badly damaged by dry weather; early corn will only make corn fodder; late corn will make pretty good crop with more rain. Spring wheat averaging 7 bus.; winter wheat 9 bus.; no flax raised this year.—C. L. Smith, agt. Nye Schneider Fowler Co.

TENNESSEE.

Manchester, Tenn., Sept. 6.—Little grain in farmers hands; mills filled to capacity; wheat over average; quality best; our country has average crop. Little plowing for oats or wheat yet; oats light.—Willis & McCrea.

VERMONT.

Bellows Falls, Vt., Sept. 8.—Crops fair; summer has been dry.—C. H. Proctor.

WASHINGTON.

Palouse, Wash., Aug. 25.—Crops below average; wheat 20 to 35 bus. Oats excellent.—A. J. Webster, Farmers Union Warehouse Co.

Creston, Wash., Aug. 21.—Crops being harvested; will be fair in quality and quantity considering heavy frost in July.—Creston Union Grain Co.

Plaza, Wash., Aug. 26.—Harvest progressing with favorable weather; quality and grade of fall wheat better than for several years.—Robt. J. Thodt, agt. Plaza Farmers Union Warehouse & Elvtr. Co.

Turner, Wash., Sept. 1.—Have handled several large crops brewing barley; few crops wheat; shipments slow; barley \$1.25 per cental; wheat 70c per bu.; cars plentiful.—H. D. Fair, mgr. Whetstone Turner Elvtr.

Prescott, Wash., Aug. 28.—Harvest just completed; wheat yield good; quality A No. 1. Barley extra good grade, but not up to standard in yield; high winds shattered out much at beginning of harvest. Grain moving at a rapid rate.—Jos. Utter, mgr. Prescott Warehouse Co.

WEST VIRGINIA.

Elkins, W. Va., Sept. 5.—Corn and oats both good; not much grain grown here; trade holding back on account of advancing market.—The Darden Co.

WISCONSIN.

Zanoni, Wis., Sept. 5.—Having a severe drouth; corn ripening unusually fast; too dry to plow for winter grain. Rye crop good; more than usual will be shipped; corn crop largest in many years; a bumper crop.—H. D. White.

WYOMING.

Carpenter, Wyo., Aug. 30.—Crops fine; wheat 25 bus.; oats 50 bus.; corn fine. Wheat testing 60 to 63 lbs.—E. G. Underwood, mgr. Farmers Co-operative Grain Co.

GOVERNMENT CROP REPORT.

Washington, D. C., Sept. 9.—The United States Department of Agriculture reports the condition of crops on Sept. 1 as follows:

Spring Wheat.

Spring wheat showed a condition of 75.3% of normal at time of harvest, compared with 74.1% on Aug. 1, 90.8% at harvest time last year, and 76.9%, average condition at harvest for past 10 years. Indicated yield per acre is estimated at 13 bus.; compared with 17.2 bus. harvested last year, and 13.3 bus., the 5-year average. Estimating on the basis of area planted, 18,663,000 acres, final total production will be 243,000,000 bus., compared with 330,000,000 bus. harvested last year and 191,000,000 bus., the 1911 harvest.

Per cent		Condition at harvest—			
U. S.		1913.		10-yr. Aug. 1, 1913.	
acres.		1913.	1912.	aver.	1913.
N. D.	40.7	70	95	72	68
Minn.	22.5	88	89	79	85
S. D.	19.7	65	85	76	65
Wash.	6.5	82	86	80	87
U. S.	100.0	75.3	90.8	76.9	74.1

Corn.

Corn condition placed at 65.1% of normal, compared with 75.8% on Aug. 1, 82.1% on Sept. 1, 1912, and 80.9%, the Sept. 1 average for 5 years. Indicated yield is estimated at 22 bus., compared with 29.2 bus. harvested last year, and 26.5 bus., average yield for 5 years. Total production estimated 2,251,000,000 bus., compared with 3,125,000,000 bus. harvested last year and 2,531,000,000 bus. harvested in 1911.

Per cent		Condition—			
U. S.		Sept. 1, 1913.		Aug. 1, Sept. 1, 10-yr. aver.	
acres.		1913.	1912.	aver.	1913.
Ill.	9.9	62	72	85	84
Ia.	9.3	76	65	93	81
Neb.	7.1	37	67	80	78
Kan.	6.9	10	30	74	70
Mo.	6.9	41	70	84	80
Tex.	6.6	78	79	75	74
Okla.	4.8	39	44	64	69
Ind.	4.6	81	84	85	84
Ga.	3.8	87	87	75	87
Ohio	3.7	81	90	85	82
Ky.	3.4	59	72	87	86
Tenn.	3.1	65	77	82	86
Ala.	3.0	78	80	82	88
Miss.	3.0	81	85	81	85
N. C.	2.6	87	87	75	84
S. D.	2.5	78	92	87	84
Ark.	2.3	71	80	80	82
Minn.	2.2	95	95	82	83
S. C.	1.9	86	86	77	83
Va.	1.9	85	88	74	85
La.	1.8	85	88	81	84
Mich.	1.5	80	86	75	80
Wis.	1.5	94	90	80	82
Penn.	1.4	81	87	80	83
U. S.	100.0	65.1	75.8	82.1	80.9

Oats.

Oats showed a condition of 74% of normal at harvest time, compared with 73.7% on Aug. 1, 92.3% at harvest time last year, and 79.3%, the 10-year average at harvest time. Indicated yield 27.8 bus. per acre, compared with 37.4 bus. harvested last year and 29.7 bus. average yield 1908-1912. On the planted area, 38,341,000 acres, total production is estimated at 1,066,000,000 bus., compared with 1,418,000,000 bus. harvested last year and 922,000,000 bus. harvested in 1911.

Per cent		Condition—			
U. S.		Sept. 1, 1913.		Aug. 1, Sept. 1, 10-yr. aver.	
acres.		1913.	1912.	aver.	1912.
Iowa	12.7	83	101	81	80
Ill.	11.2	53	98	78	54
Minn.	7.8	87	96	81	83
Wis.	6.0	90	91	83	90
Neb.	5.9	70	76	72	72
N. D.	5.9	72	97	77	71
Kan.	4.9	54	84	65	56
Ohio	4.8	72	98	82	71
Ind.	4.6	51	98	78	54
S. D.	4.2	70	87	80	68
Mich.	4.0	78	87	81	76
N. Y.	3.4	86	78	87	86
Mo.	3.2	56	93	73	60
Penn.	3.0	83	87	86	84
U. S.	100.0	74.0	92.3	79.3	73.7

Barley.

Barley condition 73.4% of normal at harvest, compared with 74.9% on Aug. 1, 88.9% on Sept. 1, 1912, and 81.1%, the 10-year average. Indicated yield 23.2 bus., compared with 20.7 bus. harvested last year and 24.5 bus. average yield from 1908 to 1912. Estimating on planted area, 7,255,000 acres, final total production is placed at 168,000,000 bus., compared with 224,000,000 bus. harvested last year and 160,000,000 bus. harvested in 1911.

CONDITION OF CAR AT Destination.

BY F. C. MAEGLY, ASST. G. F. AGT. A. T. & S. F. R. R.

In my former communication to you I promised to discuss in another letter the article appearing in a recent issue under the caption "CONDITION OF CAR AT DESTINATION", and incidentally leakage reports and weight shortage investigations.

As indicated by the article referred to, one of the grain shipping organizations, at its annual meeting, adopted resolutions reading as follows:

"Whereas, Many of our markets furnish the shipper with a certificate of car conditions in addition to the regular certificates of weight and inspection; and

"Whereas, It is a well established fact that in filing claims the addition of a certificate of the physical condition of the car is invaluable in fully establishing the validity of the claim; therefore, be it

"RESOLVED, That the Secretary of this Association is hereby directed to correspond with those markets not now furnishing certificates and endeavor to secure the enactment of a rule which will result in that market furnishing the shipper with a certificate showing the physical condition of the car."

It is inferred from this resolution, and the items in the article following the resolution covering the practices at various terminal markets, that some weighing departments are not reporting the leakage of grain recorded by the Weighing Department Inspectors.

This information came in the nature of a surprise, particularly in view of the mention made as to the practice at Chicago for which market the item reads as follows:

"CHICAGO: The matter has been pressed upon the Grain Committee and the Weighing Department of the Chicago Board of Trade at various times; but without definite result up to the present."

It is a well known fact that the Chicago Board of Trade Weighing Department was the originator of the car picture record and founder of the trustworthy system of recording the actual leakage of grain from cars and the actual defects of seals, if any. The writer, therefore, inquired of the Weighmaster, who informs me that it is the invariable practice of Chicago Board of Trade Weighing Department inspectors to record the leakage of grain, the physical condition of each car and the seal record, and where the evidence of actual leakage exists, copy of the record so made is forwarded to the consignee with original weight certificate for such defective cars.

This brings us to a fair and impartial consideration of the probable object of the resolution. In view of the fact that it is the practice of the various terminal weighing departments to make reports of leaking cars to the consignees, I take it the resolution has a further purpose; namely, to furnish the consignor with any evidence whatsoever that might enable him to enter a claim for shortage, irrespective of the merits of the case. In other words, is it contemplated by the resolution to propagate the filing of claims, and to facilitate their collection regardless of the underlying cause of the shortage?

THERE IS IMPERATIVE NEED for careful investigation at both the point of loading and unloading to determine whether leakage or loss of grain from car actually occurred while the shipment was in the possession of the carrier. For illustration, assume that due diligence was observed by the carrier in tendering the car. Even the employees of a well organized weighing bureau are not infallible, and even with a market under the supervision of

a well organized weighing bureau, the unloading equipment is liable to become defective, causing weight variations, and this liability is much greater at the point of origin, where the conditions are so much more conducive to inaccuracy. Therefore, it would be unjust should terminal grain weighing departments report to consignees for transmission to shippers every physical factor of car; for example, a patch on side of car which may have been put there three or four trips before and preparatory to the loading of such car, or a broken or defective seal which, in a majority of cases, was due to the act of a public grain inspector or sampler, or the employees at the unloading industry who failed to register the seals broken by them before the car was seen by the Board of Trade Weighing Department's Inspector.

In view of the many causes for variations in weights—causes over which the carrier has no control—it would be unfair for the shippers to file claims for discrepancies short until after the investigation has developed that proper care was taken by the consignor and the consignee to determine the true and actual loading and unloading weights and that the discrepancy is not due to faulty scale or weighing, or error in the weight certified.

THE POSSIBILITY OF UNFAIR METHODS or practices which may be employed by inspectors at terminal points of unloading to produce a mere semblance, a kernel or two of grain, and designate that as evidence of the leakage of grain, from incoming cars merits consideration. No inspector, acting for shipper, consignee, board of trade or railroad company, is justified in registering a car as leaking grain unless convinced by the evidence of leakage seen by him that there was actual and material loss of grain from the car. I have in mind a car in grain service, a car that is entirely suitable for bulk grain loading—but which, by severely hammer-testing its sheathing, may show a few kernels of grain dropping from between the car sill and the sheathing. These kernels may or may not have come from the current or some previous shipment. It may have been practicable to make them show prior to the loading at point of shipment or after unloading at point of

destination. The best proof of the unreliability of grain leakage reports based on hammer-testing car sheathing is furnished by the large list of cars against which nominal variations in weight over and under may be found despite the grain leakage record entered by the hammer-tester against the car hammered. The fact is exactly as stated, car after car moving between well organized weighing departments, can be made to show these isolated kernels of grain even after the unloading is completed, and despite the fact that the weights have held out with entire satisfaction to all concerned and with entire satisfaction to the interested grain weighing departments at points of loading and unloading.

It is only a reasonable precaution by the carrier that where interested consignee claims the leakage of grain from a car when, or after, the same is placed for unloading, he shall afford the carrier's agent or representative the opportunity to verify the facts and make proper record of same. So it would be in the case of a terminal grain weighing department inspector who employs unfair or misleading methods and registers the leakage of grain based on insufficient and artificially produced evidence.

Suppose, for example, that a grain receiving market should report a majority of all cars arriving as leaking grain. With respect to such finding, I would say that the inspector was either incompetent or guilty of wilfully perpetrating an injustice.

THE WHOLE PURPOSE OF THIS communication is to urge upon all concerned a square deal, commencing with the inspection of each car at point of loading to make sure that it is one that can be made grain-tight by ordinary care and proper application of the cooperage material; the consignor to exercise due diligence in cooping his grain in such car and to see that it is carefully and accurately weighed and a certificate of the actual weight furnished the carrier's forwarding agent; the carrier's station, yard and train employees to record and report the leakage of grain from a car, if any, while being handled by them, or during transit, ending with the consignee or terminal weighing department who should actively and efficiently co-operate in an



Damage to Duluth Elevator Co.'s Elevator, Crary, N. D., by G. N. train.

effort to locate and eliminate the causes for shortage and weight variations.

In this connection, let us all admit that where a leakage defect develops during transit, the leakage of grain will show repeatedly during the shunting and movement of the car until such leakage defect is repaired. The consignee, terminal grain weighing department or others unloading the grain should maintain a fair and impartial record and not register as leaking any car unless they have sufficient evidence of material leakage.

THE CONSIGNOR WHO weighs his grain should put in the car a certificate showing the weight loaded by him and there should be prompt investigation, first at the unloading point and then at the loading point, of any and all excessive discrepancies, the loading weight either over or under the unloading weight.

A spill of grain over the temporary grain door, due to failure of shipper to apply the cooperage properly at point and time of loading, and any other evidence of neglect at point and time of loading should be made a matter of investigation through proper channels and in the interest of avoiding a recurrence.

So it is with the failure of inspectors breaking seals for the purpose of sampling, inspecting, etc.; they should invariably take record of the seals they break

and when through, they should promptly reseal the cars, taking record of the seals they apply.

AS A PRELIMINARY in the direction of effective co-operation, some of the carriers are giving consideration to the attachment of a certificate of car condition and loading weight to the original way-bill or other document traveling with the car, so that all concerned may have before them the full evidence of the conditions at the time and point of loading and whether or not the shipper weighed or estimated the grain as loaded by him.

Where a shipper has weighed his grain as loaded in each car, he should furnish a definite certificate of weight, and where he does not weigh the grain as loaded, he should be equally candid and acknowledge that the grain was not weighed by him as loaded. In either case the carrier is abundantly liable for the tender of a suitable car and safe cooperage material, whereupon the shipper having exercised due diligence to cooper safely his grain in the car, the carrier must insure safe delivery of the property entrusted to its care, subject, of course, to the natural shrinkage (wastage) and barring variations resulting from the existing, or tolerance, errors in the scales used.

I enjoy reading the Grain Dealers Journal.—B. L. Holderman, Alberta, Minn.

ELEVATOR WRECKED BY Derailed Passenger Train.

At 11 p. m., the night of Aug. 19, the Great Northern passenger train No. 1, westbound, known as the Oriental Limited, left the rails at Crary, N. D., and crashed into the Duluth Elevator Co.'s elevator. The baggage car buried itself six feet into the building, and the day coach, 15 feet. Two persons were killed and twenty, more or less seriously injured. Fire broke out immediately, and it was only thru heroic work on the part of the local fire department that a conflagration was avoided.

The elevator was moved 12 feet off its foundation, tilted to a dangerous angle and badly twisted out of shape. It was so badly damaged that it had to be razed, and wrecking operations were commenced immediately. The plant will be rebuilt.

The railway company's liability for the damage to the elevator is indisputable. However, the building was on railroad property and, owing to the iron-clad provisions of railway leases, it may prove difficult for the Duluth Elevator Co. to collect from the Great Northern R. R. This feature of the case will be of particular interest to all owners of elevators built on railroad property. In this connection it is interesting to note that the Wabash R. R. has not reimbursed Donlin & Ryan, whose elevator it destroyed by the wrecking of a train Oct. 7, 1911.

ILLINOIS-INDIANA DEALERS at Danville, Oct. 2.

The Committee having in charge arrangements for the "Get-Together" banquet of the Grain Dealers of Illinois and Indiana at Danville, Oct. 2, 1913, held an adjourned meeting the 29th ult., at the office of R. B. McConnel, Danville.

Reports of the various members of the Committee were made and arrangements for the proposed banquet are in excellent shape.

A room has been secured in the Elks' new home at Danville, the finest Elks temple in the state of Illinois. There will be ample room for all those who wish to attend.

A short program was prepared on important subjects relating to the grain trade, which will be discussed by prominent grain men thoroughly well qualified to speak authoritatively.

Invitations will be issued by the Committee and arrangements will be made for only those who send in an acceptance of the invitation. It will be easily understood that the Committee desire to have knowledge of how many shippers will attend the banquet. From the present indications, it would seem that every shipper within 50 miles of Danville, on both sides of the state line, will be present. Certainly it will be an opportunity which those actively engaged in the handling of grain should not miss.

FUTURE TRADING is prohibited in five bills which have been introduced in the present session of Congress. All of these bills prohibit the use of the mails, telegraph and telephone for the transmission of matter relating to future trading. The bills are as follows: H. R. 2873, introduced by William S. Goodwin, Arkansas; H. R. 3339, introduced by William A. Oldfield, Arkansas; H. R. 4300, introduced by James S. Byrnes, South Carolina; H. R. 5143, introduced by Martin D. Foster, Illinois; and H. R. 6218, introduced by Ezekiel S. Candler, Jr., Mississippi.



Two G. N. Coaches Lying Under Duluth Elevator Co.'s Elevator, Crary, N. D.



Duluth Elevator Co.'s Plant at Crary, N. D., Wrecked by G. N. Passenger Train.

Grain Dealers Act on Government Corn Grades

The proposed grades of corn promulgated tentatively by the United States Department of Agriculture were carefully considered at a meeting of grain dealers held at Lake Maxinkuckee, Ind., under the auspices of the Indiana Grain Dealers Ass'n, Sept. 5 and 6.

To safeguard the interests of the country grain shippers the consensus of opinion of those present was that all shippers should join in a demand that the numerical designation of the government grades be changed to correspond to the table below:

CHANGE IN DESIGNATION OF GRADES DESIRED BY GRAIN DEALERS.

Grade Classification. White, Yellow and Mixed Corn.	Maximum Percentage of Moisture.	Maximum Percentage of Damaged Corn, Exclusive of "Heat Damaged" or "Mahogany" Corn.	Maximum Percentage of Foreign Material, Including Dirt, Cob, Finely Broken Corn, Other Grains, etc.	Maximum Percentage of Badly Broken or "Cracked" Corn, Not In- cluding Finely Broken
Extra.	14.0	2	1	2
No. 1.....	15.5	4	1	3
2.....	17.5	6	2	4
3.....	19.5	8	2	4
4.....	21.5	10	3	5
5.....	23.0	15	5	7

Sample—See General Rule No. 6 for Sample Grade.

In the change No. 1 becomes "Extra"; No. 2 becomes No. 1; No. 3 becomes No. 2; No. 4 becomes No. 3, No. 5 becomes No. 4, No. 6 becomes No. 5, and the designation No. 6 is abolished, "Sample" following No. 5. By this change in the numbers the shippers will retain the old No. 3 as practically the new No. 3, avoiding the confusion that would arise everywhere were the important commercial grade of No. 3 corn to be designated No. 4.

The com'te appointed to formulate the final results of the meeting of dealers was composed of Bennett Taylor, chairman, whose firm operates more country grain elevators than other companies in Indiana; E. C. Eikenberry, president of the Ohio Grain Dealers Ass'n, Jesse Simpson, Danvers, Ill., president of the National Ass'n of Managers of Farmers Co-operative Elevators, Geo. L. Stebbins, grain receiver of Chicago, Bert A. Boyd, grain receiver of Indianapolis, H. H. Deam, C. Cunningham, S. D. Bailey and P. E. Goodrich.

The com'te approved the work of the government in scientifically dividing the grades and acquiesced in the percentages of moisture, damage, dirt and broken corn permissible in the different grades, demanding only that the numerical designation of the government's grades be changed as given in the foregoing table.

THE PICNIC AT MAXINKUCKEE Lake.

The grain dealers' outing at Lake Maxinkuckee began Friday Sept. 5 with a trip around the lake in a large gasoline launch for the early arrivals, 32 in number.

Returning to the pier of the Palmer House the dealers and their ladies lounged on the veranda facing the lake and a large party went to a near-by bathing beach, and paddled and swam in the clear waters of the spring fed lake.

Saturday, Sept. 6 at 10:00 o'clock the dealers gathered in the gymnasium of the Culver Academy for the discussion of the corn grades formulated by the United States Department of Agriculture.

Discussion of Corn Grades.

Chas. A. Ashpaugh, pres. of the Indiana Grain Dealers Ass'n, called the meeting to order with brief remarks on the national grades and was followed by Sec'y Chas. B. Riley, both asking a full expression of the views of shippers and receivers.

Mr. Boyd presented a protest by the Grain Com'te of the Indianapolis Board of Trade against the grade of No. 3 corn as promulgated by the government and approving the general rules and recommending the following changes for the grades designated as Nos. 2, 3 and 4 corn: No. 2 corn to have 16.5% moisture; No. 3, 18.5% and No. 4, 20.5%, an increase in each grade of one per cent over the moisture permissible under the government rules, and a decrease of one per cent in the maximum percentage of badly broken, or cracked corn, not including finely broken, permitted in No. 2 and No. 3 corn.

H. H. Deam, Bluffton: We would have an awful time convincing our farmer patrons that their corn was only No. 4, when they have been accustomed for years to selling No. 3 corn. I am very much opposed to the radical change and favor the percentages of moisture proposed by the Indianapolis Board of Trade.

P. E. Goodrich, Winchester: I don't like throwing in the grade of No. 1. Putting in grade of No. 2 is bad enough. I think this organization should declare itself in what it thinks is right.

Expert farmers are being put to work to educate the farmers to grow more corn, and more corn to the acre means moisture, unless we grow better and smaller ears. I ask that No. 1 be done away with and that No. 3 be 19 per cent.

Bennett Taylor, Lafayette: The more grades we have to contend with the more complications with farmers. As to moisture test it seems to me we should have that 19 per cent. More corn tested 19 per cent than less and it would be better to make 19 per cent the commercial grade. The farmer always thinks he has good grain and with 17.5 per cent we would have trouble convincing farmers.

E. C. Eikenberry, Camden, O., pres. Ohio Grain Dealers Ass'n: I have no official utterance of our Ass'n. One objection presented is that there are too many grades and another objection has been to the use of the moisture test at all. I appreciate the fact that it will make a change in the methods of our grain exchanges. The government grades have been arrived at by a set of scientists. We must adjust ourselves to have our values based on science. The gov-

Bert A. Boyd, Indianapolis: It looks to us better to have the commercial grade the No. 3 as it has always been. The farmer will see the quotation of No. 4 and is sure his corn will grade No. 3, and will become dissatisfied. It will take long to educate the trade to the difference. All the rest we are willing to accept. It does seem that if we are to have a grade of No. 3 you will need a moisture percentage requirement that will permit of the corn coming into that grade. When the crop movement is on it will be impossible to get any No. 3 corn and the commercial grade will become No. 4 corn.

Mr. Boyd presented the following table of inspection and moisture tests of corn as officially inspected at Indianapolis for the months indicated:

GRADING AND MOISTURE TEST OF CORN INSPECTED AT INDIANAPOLIS.											
Month,	Tot. No. of	17½%	No.	18%	No.	18½%	No.	19%	No.	19½%	No.
1912.	cars tested.	test.	of cars.	test.	of cars.	test.	of cars.	test.	of cars.	test.	of cars.
Nov.	1,268	1.39	19	4.53	62	4.60	63	12.72	174	—	318
Dec.	1,896	6.06	115	13.13	249	8.96	170	24.79	470	—	1,004
1913.											
Jan.	1,533	7.69	118	15.20	233	12.07	185	19.44	298	—	834
Feb.	1,631	3.31	54	17.04	278	9.26	151	29.55	482	—	965
Mar.	904	7.42	67	25.77	233	14.48	131	25.66	232	—	663
Apr.	602	41.69	251	26.24	158	8.47	51	13.62	82	—	542
May	1,137	94.18	1,071	3.34	38	1.14	13	1.58	18	—	1,140



Grain Dealers Starting on Launch Ride Around Lake Maxinkuckee, Ind.

ernment is endeavoring to place the valuation of corn on an exact scientific basis.

I am not sure that the grades as promulgated by the government are not fair. If they have a firm scientific basis we will have to adjust ourselves. It will place the grain business on a higher technical basis.

Bert A. Boyd: I asked a government official and he said the government is going to give us just what we want in the way of grades.



Indianapolis Dealers and Ladies at Lake Maxinkuckee, Sept. 6, 1913.

S. D. Bailey, Wanatah: We can't get away from the fact that we are approaching the time when the grain business must be conducted in a more scientific manner. The country grain man being on a different plane from the receiver will suffer from the effect of this change in grades, wonderfully I think. The receiving business is controlled by a few who are able to get together; but we fellows out in the country have the farmer to deal with. The farmer has always dealt in No. 3 corn. If the moisture test is to be in effect at the terminal markets it ought to be in use in the country elevators. If one elevator man at a station uses the test and the others do not he will lose business.

J. C. Batchelor, Sharpville: I came here for an outing rather than to discuss business; but I will say you can not legislate water out of corn. I can't see the use of seven grades of corn. It keeps me busy to tell when I have No. 3 corn. It looks to me like a "hoodoo" to the country shipper. I can't see where it is going to end. The track buyer will be up against it.

Chas. Sharp, McGrawsville: You can't put the government to run this unless you put in government inspection. It will be the same as with the packing houses. Right down here at the Logansport packing house we have two government inspectors. We should have the government inspectors right at the elevators and let them do the fighting with the farmers.

C. C. Summerton, Wabash: Mr. Boyd's schedule looks good to me.

A. H. Flanigan, Crawfordsville: If Nos. 1, 5 and 6 corn could be eliminated it would be a good thing. To me 17½ per cent seems pretty low for No. 3 corn. We are going to have a double burden in convincing the farmer he has not No. 3 corn.

Jesse Simpson, Danvers, Ill.: I prefer the government percentages to what the Indianapolis Board suggests, because if we adopt that we will have practically no No. 3 corn. We use the moisture test in our elevator. The markets will adjust themselves so we will get the value

for No. 4 as we do now for our No. 3. If we are going to have government grades let us have No. 5 and No. 6 so that if corn misgrades we will know what discount we must stand. It will make more work for the buyer. If we change the moisture below 19% we had better go to the government percentage and make it 18.5%.

Geo. L. Arnold, Bluffton: It looks like the government has attempted to make No. 4 the commercial grade. I think the government jumps from No. 2 to 3

the moisture test on a 19 or 18.5 per cent basis would give relief to many of the country shippers. How in the world the country elevator is to have nine bins or sufficient room I am not here to say. Our grain dealers have stood for the same price to everybody. Suppose you pass a resolution that corn containing 17.5% moisture is worth a certain price, and the farmer calls up another dealer and he pays the same price for corn containing 17.5 as for 19.5, would not this throw the dealers into active competition? We ought to go to the government and ask a reduction in the number of the grades from 7 to 3 if possible.

Geo. L. Stebbins, Chicago: We do get some No. 1 corn at Chicago, so that the No. 1 grade is sometimes of benefit to the country shipper. The manufacturing interests that use the corn buy it on a scientific basis. The Corn Products Co. uses 125 cars per day and buys on the scientific basis. We got 1 cent premium on No. 4 that tested 19 to 20; and there is 2 to 3 cents discount on 22 per cent. The Nos. 5 and 6 grades will make a lot to keep track of but will help. The government has tried to work it out on a scientific basis.

W. P. Carroll, Chicago, in charge of Chicago office of the Grain Standardization Department of the U. S. Dept. of Agriculture: I hear we have too many grades; but these grades have been formulated after many years of study.

From May 1 to new crop practically all corn is graded on dirt and broken corn because the moisture is uniform. The purpose of the larger number of grades is to compensate the grower who produces corn with a small percentage of moisture. Any of these numerical grades can be screened and improved into the next higher grade by the elevator man. All of the percentages of cracked corn and broken corn can be reduced by screening, providing the moisture is all right.

All corn coming into terminal markets very wet has to be dried. The drying business is one of the best things that ever came into the grain trade. It helps the country shipper to get a market for wet corn some place.

You can ship 22% moisture corn in winter time perfectly safe.

We have considered over 200,000 carloads of corn and large export shipments in arriving at our government grades. We have had a laboratory at Decatur, in the heart of the corn belt.



More Dealers Starting on Launch Ride Around Lake Maxinkuckee, Ind., Sept. 6, 1913.

Under existing law the Buro of Plant Industry is thru with the work when we have formulated the grades. The enforcement and the police work will be done by the Buro of Chemistry.

Chas. Sharp: Recently I shipped a double deck of porks to Logansport and they were examined by the government inspectors. In the same way we have got to have government inspectors at the

boarded the three launches for a trip on the lake. Returning they were led thru the different buildings of the institution by L. R. Gignilliat, Lieutenant Colonel Indiana National Guard.

In the evening Col. Gignilliat lectured entertainingly at a moving picture show given in the open expressly for the dealers.

Sunday morning all the dealers visited

W. P. Carroll, Chicago, represented the Grain Standardization Buro of the U. S. Department of Agriculture.

C. A. Rouse represented the Erie, J. F. Dyas the Big Four, and L. J. Reinhardt the Streckfus Steamboat Line.

A celluloid covered memorandum book was distributed by L. M. Smith with the compliments of the Seed Trade Reporting Bureau.

Chicago was represented by Geo. L. Stebbins, sec'y of the Sawers Grain Co., and L. M. Smith of the Seed Trade Reporting Bureau.

Illinois was represented by Jesse Simpson, of Danvers, auditor of the Mutual Grain Co., Indianapolis; Chas. H. McEwan of Hoopston and W. S. McEwan of Sheldon.

H. A. Lederer volunteered to teach Mr. Ashpaugh how to float. After he had the president in the water supported only by Lederer's hand, the latter yelled to Ashpaugh, "Now, d—n you, unless you promise to ship me five cars of corn I'll let you drown."

Casualties: L. A. Koch bumped his nose going down the water slide on the Academy pier, and Geo. L. Stebbins, carrying pole and line, caught the fish hook in the palm of his hand. A surgeon was called and extracted the hook, and Mr. Stebbins was able to ride a fractious charger next day.

The ladies contributed very largely to the enjoyment of the picnic and shared in the bathing, boating, fishing and sight-seeing. Not being provided with divided skirts or equestrienne costumes they all balked at the horseback ride. Among those present were: Mesdames Chas. Ashpaugh, C. B. Riley, H. H. Deam, B. A. Boyd, C. C. Summerton, A. H. Flanigan, L. M. Smith, Alice Anderson, Indianapolis; Geo. L. Arnold, Bennett Taylor, and C. Cunningham. Misses Harriet and Mildred Taylor, Anna Cunningham and Miss Garman.

Among the Indiana Dealers in Attendance Were:

Chas. A. Ashpaugh, Frankfort; Geo. L. Arnold, Bluffton; M. Apfelbaum, Ft. Wayne; S. D. Bailey, Wanatah; F. G. Baird, Keewanna; J. C. Batchelor, Sharpville; J. G. Bauer, Valparaiso; Bert A. Boyd, Indianapolis.

C. Cunningham, Plymouth; H. H. Deam, Bluffton; Owen A. Dutchess, Kokomo; A. H. Flanigan, Crawfordsville; Joe T. Gehring, Indianapolis; P. E. Goodrich, Winchester.

J. A. Hodgins, Kouts; Jas. Hughes, Brooklyn; B. F. Jones, Malden; Walter J. Kemp, Tipton; M. Kraus, Ft. Wayne; Fred M. Lindner, Valparaiso; W. J. Mercer, Indianapolis; J. J. Overmeyer, Kouts; D. B. Pierce, Bloomgrove.

Chas. B. Riley, Indianapolis; T. J. Ryan, Delphi; Chas. Sharp, McGrawsville; Frank L. Simison, Linden; E. K. Sowash, Middletown; C. C. Summerton, Wabash; Bennett Taylor, Lafayette; P. D. White, Kingsbury.



Some of the Ladies at Lake Maxinkuckee.

elevators and on the farm. We country shippers are not going to do all the fighting.

W. P. Carroll told how the butter fat test was introduced in the creamery and cheese factory to the final satisfaction of everybody.

"There is nothing to compel a country shipper to put in the moisture test. The shipper will put in the test himself for his own information as to the value at terminal.

"Acidity has nothing whatever to do with the grade. It is merely put in by the government for additional information on the quality of corn, so that a dealer desiring to store corn can have an acid test to decide whether it is safe to store. If corn looks all right, but is high in acidity it will not keep."

Chas. B. Riley: I suggest a com'te be appointed to formulate the final results of this meeting.

The com'te named above, with Bennett Taylor chairman, was appointed, and met in the afternoon at the Palmer House.

Adjourned at 12:30 for luncheon and launch excursion.

Entertainment by Culver Academy

At 3 p. m. the dealers and their ladies assembled on the Academy pier and

the stable of the Academy and were given mounts on the horses of the famous Black Horse Troop. Led by a captain of the Academy they rode for more than an hour thru the grounds and about Culver. Several took their first lesson in horsemanship.

Maxinkuckee Notes.

Toledo was represented by Charles Knox.

H. A. Lederer was the only receiver from Baltimore.

From Ohio: E. C. and C. M. Eikenberry, of Camden.

A. S. Garman, Akron, O., represented Huntley Mfg. Co.

No one was injured by the big hailstones which fell Sunday afternoon.

Allie C. Gale of the Gale Bros. Co., and B. W. Dulaney represented Cincinnati.

Boyd was so jealous he stole Ashpaugh's pants and would not give them back.

The only grain inspector was S. A. Holder, chief grain inspector of the Indianapolis Board of Trade.

The Kraus and Apfelbaum party motored in too late for the meeting, and included a guest and Masters Roland Apfelbaum and Eugene Kraus.



Grain Dealers Mounted on Horse of Black Horse Troop of Culver Military Academy, Sept. 7, 1913.

STATE DEMURRAGE STATE Controls the Final Destination is Outside of State.

In the suit by the Oneida Farmers Shipping Ass'n of Oneida, Kan., against the St. Joseph & Grand Island Ry. Co. to recover a penalty of \$5 per day for 28 days on 14 cars of grain on account of delay in transportation from Oneida to Elwood, Kan., the Supreme Court of Kansas on July 5 affirmed the decision of the Nemaha district court in favor of the shippers.

The defense was that the shipments were interstate commerce, and therefore the state had no power to enforce the penalty.

So far as plaintiff had any knowledge or notice the shipments terminated at Elwood, Kan. The cars were billed to the Elwood Grain Co. and unloaded into its elevator, resold by the Elwood Grain Co. and shipped to various points outside the state. By an agreement between the grain company and the defendant railroad company the former was given what is known as "transit privileges," and "proportional rates," and "tonnage" allowances for the purpose of giving it a thru tariff rate on grain received by it and afterwards reshipped to other points. The method of procedure was for the grain company to surrender the inbound bills (in this case the expense bill of the shipment from Oneida to Elwood) of expense upon grain received. New Bs/L were then issued to the new consignor, and the grain company was allowed a thru rate upon the commodity under the tariff regulations in effect at the date of the respective shipments, and was given credit on the new shipment to the amount of freight paid by the plaintiff on the shipment from Oneida to Elwood. By its arrangement with the defendant railroad company, the grain company was entitled to free rates to certain points beyond the state, and to other points of reshipment it was entitled to "proportionate rates."

It was shown that the particular cars of grain were not kept separate in the elevator and afterwards loaded and reshipped as individual cars of grain; but grain received from various points was thrown together in the elevator bins. When it was desired to reship, grain of like character and quantity was loaded in cars, and by the arrangement with the defendant the grain company had used the privilege of "splitting the tonnage"; so that in several distinct re-shipments to outside territory it was given credit of a thru tariff and the benefit of the tonnage of the shipments from Oneida to Elwood. The surrender of the inbilling expense bills crediting the amount upon the new expense bills was solely for the purpose of giving the Elwood Grain Co. better transportation rates from Elwood to certain outside points.

There was evidence that the method described resulted in a lower freight rate, which inured to the benefit of the producer or shipper; that the privilege derived from transit and proportional rates had a part in fixing the value of grain at St. Joseph or Elwood, and as illustrating this advantage it was shown that the rate from Oneida to Kansas City was the same as the rate from Oneida to St. Joseph, and that by the surrender of the inbound expense bill from Oneida, the transit to Gower (a point en route between St. Joseph and Kansas City) could be made without cost.

The Supreme Court said: Upon the facts in this case the Interstate Com-

merce Commission would doubtless assume jurisdiction over any controversy that might arise in respect to the use of inbound expense bills and the allowance of a proportional tariff on the reshipment, and probably the courts would uphold its jurisdiction. In the numerous cases upon the vexed question of proportional rates and reconsignment charges, there are statements and dicta intimating that, if the commission has jurisdiction of the rates to be charged, it is solely upon the principle that, "when the completed product finally goes forward to the point of consumption, it but completed the journey upon which it entered at the beginning," and the whole transaction is interstate in character.

Congress has not Exercised Control over Delay.—There is no contention in the present case that Congress by itself or through the Commission has taken any action looking toward the exercise of control over delays in transportation such as those complained of by the plaintiff. If the state may require telegraph companies to receive and transmit interstate messages with diligence and impose reasonable penalties for failure to do so, as held in *Western Union Tel. Co. v. James*, then upon the same principle so long as Congress has not already acted upon the matter of delays in the transportation of interstate shipments, the state, we think, in the proper exercise of the police power, may enact and enforce reasonable regulations designed to prevent unnecessary delays in such shipments occurring wholly within its borders.—133 Pac. Rep. 883.

ENGLISH dealers have agreed to pay in seven days instead of taking sixty as heretofore. Some day they will get down to a cash basis. Heretofore exporters have held the bag for sixty days, taking the risk on the buyer for that period.—C. A. King & Co.

A SUBSTITUTE for gasoline, made from coal, has been tested out by the Royal Automobile Club of England and found highly satisfactory. It can be manufactured at two-thirds the cost of gasoline. A plant for its manufacture is now in course of construction in England.

ARGENTINE corn for September delivery was offered recently at New York for 68c a bu. in cargo lots, exclusive of duty, according to Blanchard Randall of the grain-exporting firm of Gill & Fisher. On the same day September corn sold at Chicago around 75c. This would seem to indicate that if the tariff bill is passed soon, considerable corn will be imported from Argentina this fall.

JAMES MARSHALL DEAD.

James Marshall, known as the "Father of the Minnesota Grain Business," died at Deephaven, a suburb of Minneapolis, Minn., at the age of 78.

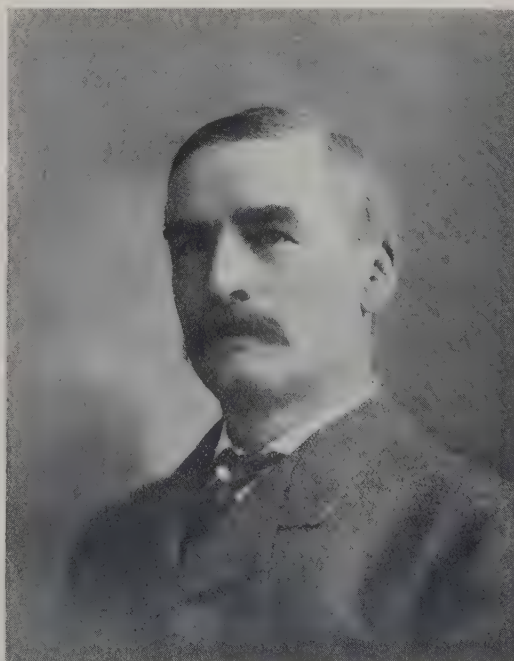
Mr. Marshall was born in Kinross, Scotland, on March 4, 1835, and came with his parents to America in 1854. The following year the Marshalls drove into Minnesota with all their worldly goods loaded on two ox carts. Mr. Marshall worked on his father's farm during his youth. In 1862 he entered the employment of Phelps & Mann, Red Wing, Minn., and traveled around the country by stage coach with a satchel full of money, buying grain from the farmers for cash. His position was that of "mud clerk," so called because Phelps & Mann were agents for a steamboat line plying on the river. While at this work Mr. Marshall heard of James J. Hill, also a "mud clerk" at the other end of the line, but it was years later before he actually met Mr. Hill.

Mr. Marshall was identified with the grain trade all his life. He was a charter member of the Minneapolis Chamber of Commerce, when that body was organized in 1881, and was its president from 1902 to 1904.

He rendered heroic service during the Indian wars in the early history of Minnesota, and was known throughout the state as one of Minnesota's most distinguished pioneers.

Funeral services were held today, the Minneapolis Chamber of Commerce closing at noon in order to enable its members to attend the funeral. A portrait of Mr. Marshall is given herewith.

Cook County, Ill., has taken up the farm bureau idea; and the County Superintendent of Schools, together with the City Club, Federation of Women's Clubs, and other improvement bodies, is organizing a bureau that will employ experts on country schools, soils, dairying, truck gardening, roads and drainage, forestry, and domestic economy.



James Marshall, Minneapolis, Minn., Deceased.

THE BLENDING OF WHEAT By Grain Men.

BY GEO. L. TELLER, CHICAGO.

The standard among bread-making flours has long been recognized as belonging to the leading brands produced by the millers of the Northwest, especially of Minneapolis. Among these brands, the oldest and best known are Pillsbury's Best, Gold Medal and Ceresota. If we were to look back over the records of analyses of flour for the last ten or twenty years, and find the qualities of these three leading brands of flour for each of the several years, we should have a very good history of the condition of the wheat crop in the hard wheat districts of the Northwest. These brands have been made what they are by the organization and capital of the large companies which have controlled their production. This organization and capital has enabled these corporations to make a systematic survey and selection of the different wheats which have been produced in the great grain growing districts. By making these selections and by making suitable blends of them, these mills have been enabled to produce the types of flours which represent the highest quality of flours which the best hard wheats were capable of producing during the several seasons.

Having watched the examination of these brands of flour throughout each of many years, the writer has found a remarkable constancy in them throughout each milling season. There are marked variations between different seasons due to variations in the character of wheat which was produced. These brands of flour have won an enviable reputation and are entitled to all the credit which can be given them for it. But to say this of them is not to say that there are not many other flours which are as good or even better than they are, for of later times, other milling organizations have developed and established their brands in much the same way as these older milling firms have done. There are also exceptional flours that are not recognized by well known brands, that have superior bread-making qualities.

Many types of wheat are grown in the United States and there are wide differences in character between the different types of wheat. There is much wider difference between the soft winter wheat flours and the hard durum wheat flours; between the hard spring wheat flours and the flours of the Pacific Coast. between the hard winter wheat flours of Kansas and Nebraska and the comparatively soft winter wheat flours of Texas, than there is between the many variations among the spring wheat flours themselves. Even in the narrow sections, as in the mountainous districts of Montana and Idaho, there are marked variations in the character of the wheat produced, depending upon whether they are produced by irrigation or dry farming, as well as variations due to elevation and exposure of country and varieties of wheat.

While it is true that wheat of almost any type is capable of producing bread of good quality and of serving a useful purpose as food for man when rightly handled, there are certain types of wheat that yield flour which respond better to the methods of bread-making in common use than does the flour from other types. By taking extreme types as soft winter wheat flours and the durum flours, it is possible to produce a bread-making flour of even superior quality when either flour by it-

self would be very difficult and unsatisfactory to handle. By making suitable blends of some of the variations in the wheat types, it is often possible to obtain flours which are superior in bread-making qualities to the flour of any of these types of wheat by themselves.

Much criticism has been heaped upon grain men and the owners of elevators because of a practice which has been attributed to them of buying inferior grades of wheat, and mixing them with grades of better quality in such a manner as to disguise the imperfections of the poorer wheats. There are, of course, possibilities of this kind, but it is a grave question as to whether or not those who practice them are not standing in their own light, and preventing their reaping the greatest returns as a medium of exchange between wheat producers and wheat consumers. Not all wheats which are inferior in quality and which are unsuited for the production of good flour by themselves are of such a character that their use in connection with other wheats is harmful to the mixture produced. On the other hand, a judicious blending of wheats of this kind may lead to marked improvements in the qualities of each.

In some seasons there are quantities of wheat in certain sections of the country that have been injured by growing in shock, which condition results in development of ferments which act most injuriously in the flour when used for the production of bread and other products. Now, there is nothing unsound or unwholesome about well sprouted grain that has been thoroughly dried after the sprouting has taken place. Bakers buy great quantities of malt extract and malt flour for use in the production of their bread to obtain the very qualities which are produced in wheat by its sprouting. If they use too much malt extract or too much malt flour in their bread, the results are most disastrous, where a small quantity is believed to be highly beneficial. A small quantity of wheat which has been sprouted can not only be safely blended with a larger quantity of wheat which has not been sprouted, but it may serve a very useful purpose in the flour of the blended wheat. The same is true of wheat which has been frosted and also of that which has been cut-off from proper maturing by other conditions. A sharp line of distinction should be drawn, however, between grains of this kind which are sweet and wholesome and those which have been tainted and otherwise injured by the growth of moulds and other low forms of life, as in musty and mow burned wheat. To advocate the judicious use of sprouted wheats in blends is not to advocate the use of unwholesome or de-

cayed grain, altho it is recognized that under some conditions the production of one may accompany the production of the other.

What the mills of the Northwest have been doing and are enabled to do because of their greater organization and the greater amount of capital at their command, grain men can do to even a greater extent for the smaller mills distributed all over the country. They can do this in two ways. One of these is to find out the kind of flour which the miller wants to produce and then bring together the wheats which are necessary to produce such flour. The other is to obtain for the miller types of wheat which he can blend with that obtained in his local markets, and by so doing, obtain the results which he desires. To make blends of this kind it is necessary to know the character of the flour which the wheat will produce, as well as the purpose for which the flour is to be used. Thus, it would be folly for a miller producing flour for crackers to obtain a type of wheat which is suited only for a bread making flour.

Marked variations exist among the kinds of flour produced by wheats which have the same market grading as that grading is now determined. The only way in which the true character of the flour in the wheat can be known is to separate it out of the wheat and make an examination of the flour itself. Millers are recognizing this, and many of them are equipping laboratories for the purpose of examining the flours which they are making, and of examining the wheat along these lines to determine the character of the flour which it will make before they purchase it.

Scattered in various parts of the country are vast beds of clay and marl which have long been worthless for practical use, but by judicious blending of these materials, cements are now being produced which have revolutionized the building industry of the country. When these cements are properly mixed with the correct proportions of crushed rock, sand and water, concrete structures are produced as solid and as time-resisting as the walls of Gibraltar. When the same material is carelessly and unthinkingly thrown together, a product is formed which will crumble by the elements like sand rock under the grinding of a northern glacier. Scientific and intelligent blending of wheats by grain men will lead to most desirable results, both to themselves and to their customers, but careless, dishonest and unintelligent work in this line will merit the opprobrium thrust upon a certain class of grain men in former years.

DAILY CLOSING PRICES.

The closing prices of wheat and corn for December delivery at the following markets for the past two weeks have been as follows:

DECEMBER WHEAT.												
	Aug. 25.	Aug. 26.	Aug. 27.	Aug. 28.	Aug. 29.	Aug. 30.	Sept. 1.	Sept. 2.	Sept. 3.	Sept. 4.	Sept. 5.	Sept. 6.
Chicago	90 3/4	90 3/4	90 1/2	89 3/4	89 1/2	89 1/2	90 1/4	92	92 3/4	92	91 5/8	91 1/2
Minneapolis ..	89 5/8	89 1/2	89 1/4	87 3/4	87 1/2	87 1/2	88	89 3/4	90 5/8	89 3/4	89 1/4	89 1/4
Duluth	90 1/2	90 1/4	89 3/4	88 3/4	87 3/4	88 1/4	88 5/8	89 3/4	91	89 3/4	89 3/4	89 1/4
St. Louis	91	91 1/4	90 3/4	90 1/2	90 1/2	90 3/4	91 1/2	92 1/4	94	93 3/4	93 1/2	93 1/2
Kansas City ..	85 3/4	85 3/4	85 3/4	85 1/2	85 1/2	85 3/4	86	87 3/4	88 3/4	88 3/4	88 1/2	88 1/2
Milwaukee	90 3/4	90 3/4	90 1/2	89 3/4	89 1/2	89 1/2	90 1/4	92	92 3/4	92	91 1/4	91 3/4
Toledo	96	96 1/2	95 3/4	95 1/4	95 1/4	95 3/4	97 1/2	99 1/2	99 3/4	98 3/4	98 3/4	98 3/4
New York	98 3/4	98 3/4	98 1/2	97 1/2	97 1/2	97 3/4	97 3/4	99 5/8	100 1/4	99 3/4	99 3/4	99 1/2
*Baltimore	91 3/4	92 1/4	91 3/4	91	90 3/4	91 1/4	92 1/2	93 1/2	94 3/4	93 3/4	93 3/4	93 3/4
Winnipeg	87 3/4	87	86 3/4	85 3/4	84 3/4	84 3/4	85 3/4	87 1/2	87 1/2	86 3/4	86	85 3/4
Liverpool	102 3/4	103	102 3/4	102 1/2	101 1/2	101 1/4	102 1/2	103 3/4	104	104 1/4	104 1/4	103 3/4
†Budapest	127 1/2	126 3/4	126 3/4	126 3/4	125 3/4	125 3/4	124 3/4	124 3/4	124 1/4	123 3/4	123 3/4	121 1/2

DECEMBER CORN.												
	Aug. 25.	Aug. 26.	Aug. 27.	Aug. 28.	Aug. 29.	Aug. 30.	Sept. 1.	Sept. 2.	Sept. 3.	Sept. 4.	Sept. 5.	Sept. 6.
Chicago	68 3/4	68 3/4	68 3/4	68 1/4	68 3/4	69 1/4	70 1/2	72	73 5/8	73	72 5/8	73 3/4
Kansas City ..	69 3/4	70 1/4	70 1/4	69 5/8	70 1/4	70 5/8	71 3/4	73 1/2	74 3/4	74 1/4	73 3/4	74 3/4
St. Louis	69 1/4	69 3/4	69 3/4	69 1/4	69 3/4	70 3/4	71 3/4	72	74	74	73 3/4	74 3/4
†Liverpool	67 3/4	67 3/4	68 1/2	67 3/4	67 3/4	68 1/2	69 1/2	70 1/4	70	69 3/4	74 1/4	73 3/4

*Sept. delivery. †Oct. delivery. ‡Sept. delivery to Sept. 5, thereafter Dec. delivery.

DIGEST OF ILLINOIS PUBLIC Utilities Commission Law.

[Prepared by Wm. R. Bach, Atty. for the Illinois Grain Dealers Ass'n.]

Pertaining to the Illinois Public Utilities Commission law, enacted by the General Assembly at its last session, as it affects the members of Association, I beg leave to report as follows:

Sec. 1. Pertains to the organization of the Commission which shall consist of five members, not more than three of which shall belong to any one political party, appointed by the Governor with the consent of Senate.

Sec. 6. Fixes office at State Capital. Provides for times of meetings and for an official seal.

Sec. 7. Fixes fees to be charged by the Commission.

Sec. 8. Gives Commission supervision over all public utilities and over other business where same is conducted by a public utility. Provides for adoption of rules of procedure.

Sec. 9. Compels obedience to rules and demands of commissioners by all public utilities, including the production of all records, accounts, books, etc., before it.

The term "warehouse," when used in this Act, includes all elevators or storehouses where grain is stored for compensation, whether the property stored be kept separate or not.

The term "transportation of property," when used in this Act, includes any service in connection with the receipt, carriage, delivery, elevation, transfer in transit, ventilation, refrigeration, icing, storage and handling of the property transported.

From the definition of the term "warehouse," it will at once appear that any grain dealer who stores grain for compensation is subject to comply with the terms of the act and is under the jurisdiction of the Commission.

Secs. 11-19. Provides for the keeping of a uniform system of accounts by all public utilities and requires an annual accounting, giving the Commission power to require monthly reports, if necessary. Such reports to be open to public inspection, unless otherwise ordered. Provides for

forfeitures and criminal prosecution for violation.

Secs. 20-31. Pertains to the incorporation of all public utility companies within the state and those incorporated under the laws of other states which seek to do business within this state. Regulates the issuance of all stocks, stock certificates, bonds, notes, etc., granting to the Commission the power to determine the amount and the purpose for which same may be issued. Regulates mergers of existing utility companies.

Fixes penalties for violation of this section and voids all notes, bonds, stocks, etc., issued in violation of the same.

Provides for valuation of all property owned by public utility companies.

Fixes fees for stock issued with permission of Commission.

Article IV, including sections 32-59. Pertains to rates and service. Also accidents. Provides that all rates must be reasonable and adequate and that all equipment and instrumentalities of service shall be conducive to public health and safety and that of its employees. Provides for filing with Commission of schedule of rates. Their posting and publication in every station or office where the public transacts business with the utility company. No business is to be transacted until such schedule of rates is posted and filed. Provides that no change shall be made in the schedule of rates without 30 days' notice to the Commission and to the public.

Provides for investigations by the Commission, on its own initiative or upon complaint, into the reasonableness of rates and the time for such investigations.

Provides for uniformity of rates to all persons, prohibiting all discriminations and rebates, and for the furnishing of service without delay.

Provides regulations pertaining to the long and short haul and to long and short distance telegraph and telephone communication.

Provides that Commission may determine what rates are unjust and what are inadequate.

Provides for regulation of joint rates of two or more common carriers within the state.

Gives Commission power to require freight to be carried over two or more railroads within state without transfer.

Gives shipper the power to route his freight over through routes established either by the Commission or by the carrier.

Sec. 43. Provides for the investigation of interstate rates where any act in relation thereto takes place within the state and when interstate rates are in the opinion of the Commission excessive or discriminatory. Gives the Commission power to petition the interstate commerce commission to intervene.

Sec. 44. Provides for interchange of all traffic, including loaded cars, between rail-

roads; also of messages by telephone and telegraph companies.

Sec. 45. Regulates side track connection and provides for the manner of securing same by shipper.

Sec. 46. Provides that Commission may require two or more railroads or two or more street railroads to make connection with each other.

Sec. 48. Prescribes for joint use of facilities by several companies in certain cases.

Sec. 49. Gives Commission power to require additional facilities; also safer and more adequate facilities.

Sec. 51. Gives Commission power to require railroads to run sufficient number of cars and to maintain sufficient motive power reasonably to supply the traffic, transported or offered for transportation; also power to require the running of more trains.

Sec. 52. Provides for the furnishing of cars within reasonable time upon notice; also requires that same must be moved with reasonable diligence.

In times of insufficiency of cars provides for their distribution without discrimination between shippers or localities.

Regulates car demurrage and car switching charges.

Gives the Commission power to fix the time when cars shall be furnished by the carrier, loaded by the shipper and unloaded by the consignee.

Provides also for regulation of scales and the weighing of commodities by the railroad.

Sec. 53. Gives Commission power to regulate conditions which may be contained in any contract for utility service, including express receipts.

Sec. 57. Gives Commission power to require that all appliances, plants and equipment shall be such as shall be conducive to the health and safety of employees, passengers, customers and the public, and to require the use of safety appliances.

In the first place no person shall be excused from testifying or from producing papers, documents, books or accounts on the ground that such testimony or evidence may tend to incriminate or work a forfeiture. But no natural person shall be prosecuted or subjected to forfeiture on account of any matter concerning which he may testify.

Secondly. All officers or members of the Commission shall have the right to inspect the papers, books, documents, plant, equipment or other property of any utility company.

Thirdly. Any person or company shall have the right to appeal to the circuit court of Sangamon County within thirty days after a hearing or refusal of a hearing upon any rule, regulation, order of decision, which the Commission is authorized to make or issue without a hearing. Appeals to Supreme Court of Illinois may be taken from decisions of said Circuit Court of Sangamon County.

Fourthly. Provides for reparation in cases of overcharge, provided claims for overcharge be filed within two years from time they accrue.

Gives Commission power to investigate damages sustained through any public utility. Punitive damages may be collected where action of utility company is wilful.

Article V., Sections 81-86. Provides for repeal of certain existing laws and for the time of the taking effect of this particular statute which is Jan. 1st, 1914.

This act is expressly stated not to be in contravention of the laws of the United States regulating or pertaining to interstate commerce.

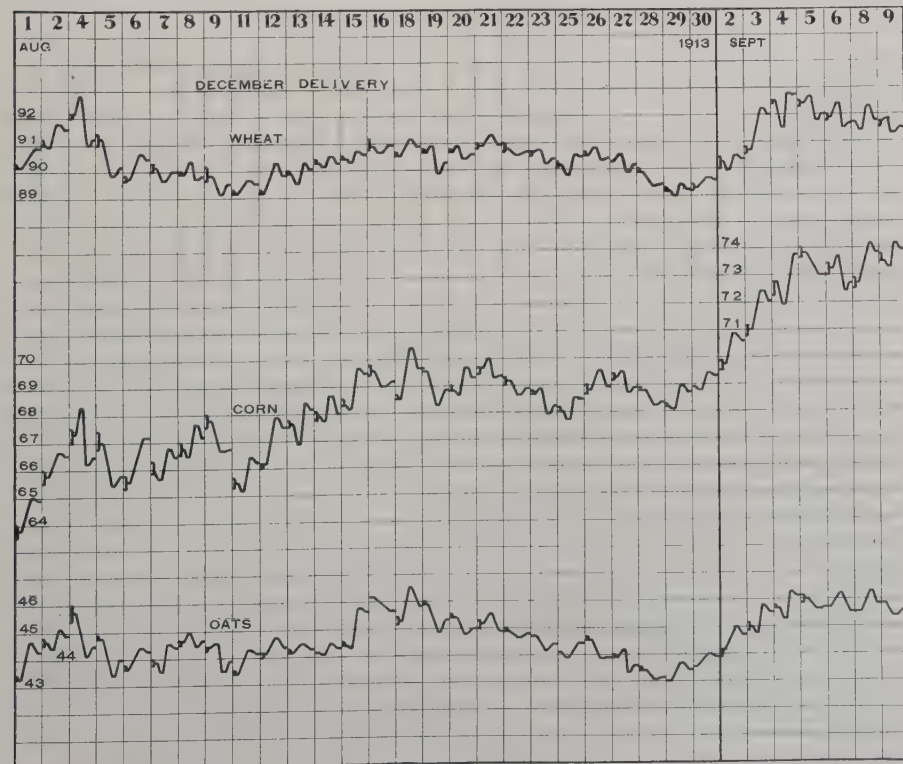
If any grain dealer stores grain for compensation, he becomes amenable to all provisions of this act and is regarded as a warehouseman.

The actual operation of this law will greatly depend on the personnel of the Commission and the nature of the rules which will be adopted by them.

KARACHI, India, grain dealers believe they do not need elevators as it rarely rains there, and the little rain that does fall is readily absorbed by the dry grain and increases its value, as it is sold by weight. This information is given by Henry D. Baker, formerly of Chicago and now in the grain business at Karachi. Nevertheless a heavy rainstorm occurred recently at Karachi and destroyed a great deal of wheat, which is stored in the open in bags and protected only by tarpaulins.

Chicago Futures

Opening, high, low and close on wheat, corn and oats for December delivery during August and part of September are given on the chart herewith.



Grain Carriers

Eastern railroads, in filing tariffs making a 5% increase in freight rates, will not ask for higher rates on grain and coal.

Refunds in connection with the Minnesota rate case decision are payable to the party who actually paid the freight, according to the United States Supreme Court.

The Panama Canal, according to latest estimates, will be open to small vessels by Oct. 10 and for all shipping early in December. Dry excavating was completed Sept. 6.

The Commerce Court was abolished by a bill passed Sept. 9 by the House of Representatives. If the bill passes the Senate, the four judges of this court will be retired to private life.

Danger of a strike on the C. B. & Q. Ry. was averted when on Aug. 27 the trainmen and the company agreed to arbitrate their differences. The men are demanding better working conditions and higher wages.

The largest cargo of grain ever taken out of a southern port was transported in the steamship Kim, sailing from New Orleans, La., Aug. 29 for Rotterdam with 380,000 bus. of wheat, or the equivalent of 380 carloads.

The C. M. & St. P. Ry. has granted Milwaukee the same rates as apply from Chicago on transit shipments to a number of Illinois stations, effective Sept. 15, thereby canceling the 2½c arbitrary heretofore charged.

The steamer Alfred P. Wright, east-bound with a cargo of barley, went aground September 3 in Lake Superior near the Soo Canal, and 30,000 bus. of grain had to be taken off the boat before it could be floated.

The complaint of the Southwestern Missouri Millers Club against the St. Louis & San Francisco R. R. in connection with rates on grain and grain products from Joplin, Mo., to Memphis, Tenn., will be heard Sept. 13 by Commissioner Prouty at St. Louis.

A law compelling shippers to insert the actual weights (or the shipping weights of goods not carried at actual weights) on Bs/L is being advocated by the American Ass'n of Freight Agents as a means of reducing errors and lightening the labors of the railroad clerks.

The new rules proposed by Wisconsin railroads relative to team track storage charges were the subject of a hearing by the State Railroad Commission Aug. 21 at Milwaukee, Wis. Arthur G. Kneisler, sec'y W. J. Armstrong Co., grain and hay dealers, was the first witness.

An attempt to increase rates on grain and grain products between Eastern Canadian points, amounting to from 1c to 6c per 100 lbs., to become effective Sept. 1, was blocked by the Canadian Railway Commission, which has demanded that the carriers prove the necessity for increasing the rates.

Montreal has insufficient elevator capacity to handle its grain traffic, according to A. A. Wright, managing director of the St. Lawrence & Chicago Steam Navigation Co., which accounts for the diversion of Canadian grain to Buffalo and American ports. It costs 1½c more

to move grain to the seacoast via Buffalo and rail lines than via Montreal, but the delay in handling grain at Montreal even during times of light movement causes the diversion of most of the grain.

The Canadian Lake Shippers Clearance Ass'n held its annual meeting Aug. 28 at Winnipeg. F. W. Stewart stated that grain traffic thru Duluth would decrease as facilities at Canadian ports became better, and that with a storage capacity of 40,000,000 bus., the Head of the Lakes is in better position than ever to handle the grain crop.

The Kansas City Board of Trade has brot suit against nine roads entering that city before the Missouri Public Service Commission for violation of Section 3241 of the Maximum Freight Rate Law. The Board of Trade states that by means of switching and reconsignment charges the roads are requiring the shippers to pay the old rates, which are 33% higher than the maximum rates recently fixed by law.

Grain rates from Minnesota stations to Chicago and Milwaukee have been reduced by the C. & N. W., effective Aug. 29, by the C. St. P. M. & O., effective Aug. 28, and by the C. M. & St. P., effective date to be announced later. These reductions were made on 5 days' notice by special permission of the Commission and were brot about by the reductions in rates to Minneapolis and Duluth by the Minnesota rate case decision.

The Interstate Commerce Commission has notified the railroads operating in Colorado that it would grant no increases in freight rates so long as the roads continue to give free passes, on account of the waste of revenue. As a consequence the Great Northern and the Northern Pacific have revoked 600 passes issued to state officials, and other lines are expected to do the same.

The Standard Grain & Milling Co., Kansas City, Mo., has entered a complaint before the Interstate Commerce Commission against the C. & N. W. and C. B. & Q. Rys. because it was charged 28c per 100 lbs. on grain screenings from New Ulm, Minn., to Kansas City, whereas the rate on grain between these points is 14c. It asks that the commission establish a reasonable rate on screenings, one that is lower, or at most does not exceed the rate on grain.

The Pomerene Uniform Bills of Lading Bill, which has the endorsement of the Grain Dealers National Ass'n, the various state grain dealers ass'ns, and many other commercial organizations, was introduced into the House of Representatives by Congressman Rafferty recently. No action is expected on the bill this session, altho its backers hope to bring about its passage early in the regular session of Congress this winter. The bill is strongly opposed by railroad interests.

Government engineers will spend \$25,000 this fall making a survey for a proposed canal between Toledo, O., and Chicago, Ill., via Fort Wayne, Ind. The canal is intended to be a link in an all-water route from New York to Chicago and the Mississippi. The United States War Department has appointed a special board of inquiry to study the proposition. The enthusiasts who are advocating the canal have apparently overlooked the fact that Chicago and Toledo are now connected by the finest waterway in the world, that the big lake steamers are able to transport freight just as cheaply and as quickly as canal barges could, and also that the rail rate between Toledo and Chicago is at

present very low, and there is little possibility of its being further reduced by the canal. The building of a canal between these two cities would be nothing more than a colossal waste of public money.

The number of freight cars in service in the United States was 2,195,511 in 1911, and 2,073,606 in 1909, an increase of 122,105. Total traffic in 1909 equalled 826,492,765 tons and in 1911, 967,233,991, an increase of 140,741,226 tons. Grain traffic equalled 28,279,121 tons in 1909 and 40,332,497 tons in 1911, an increase of 12,053,376 tons. From this it would appear that in two years all tonnage has increased 17% and grain tonnage, 43%, whereas car equipment increased but 6%. This comparison is not quite as unfavorable to the railways as it would seem, as it does not take into consideration the larger carrying capacity of the new cars.

The thru rates on grain products from Minneapolis, Duluth and Lake Superior ports to points east of Chicago will apply on wheat milled in transit at Chicago, according to tariffs recently filed by the various Minneapolis-Chicago lines. This arrangement applies only on wheat milled at Chicago. It has the effect of reducing the rate of 10c per 100 lbs. on wheat from Minneapolis and Duluth to Chicago, to the west-of-Chicago proportionals of the thru rates on grain products from Minneapolis and Duluth. These proportionals are as follows: to western terminal points, such as Buffalo and Pittsburgh, 9.2c; to points east of the western terminal points, 8.3c; and for export 7.5c.

The Illinois Railroad & Warehouse Commission held hearings on Sept. 8 and 9 in the suit of Chicago Board of Trade v. Wabash, C. & A., Santa Fe, C. & E. I., and Illinois Central Railroads. The cause of the suit is the failure of the roads named to absorb the switching charges at Chicago on grain not destined to eastern points by rail. Inasmuch as all other carriers entering Chicago absorb these charges, the shippers on the lines named are discriminated against to the extent of having to pay these charges, amounting to about ¼c per bu. Witnesses for the complaint and included S. H. Benson of the Board of Trade Transportation Department, H. C. Barlow, Traffic Director of the Chicago Ass'n of Commerce, Geo. W. Banks, Irene, Ill., B. P. Hill, Freeport, Ill., H. A. Hillmer, Freeport, and A. M. Steinhart, Bloomington, Ill., Lee G. Metcalf, Illinois, S. W. Strong, Urbana, Ill., and H. W. Danforth, Washington, Ill., were also present. The railroads took the position that the rates on grain are too low to warrant the absorption of the switching charges. This suit is similar to that brot by the Board before the Interstate Commerce Commission several weeks ago.

CATTLE fed on corn for any considerable time show an increased susceptibility to poisoning from maize extracts. It has also been found that extract made from spoiled corn is usually more poisonous than that prepared from good corn. These facts were observed in connection with the study of pellagra.

A COMBINED harvesting and threshing machine is said to be the invention of W. G. Engle of Enderlin, N. D. This machine pulls the heads of grain off the straw and threshes them in the usual way, thus saving shocking. By means of this machine three men can harvest and thresh 40 acres per day.

ON TO NEW ORLEANS!

Don't let anything short of bankruptcy or sickness keep you from attending the convention of the Grain Dealers National Ass'n at New Orleans, Oct. 14, 15 and 16.

The convention itself shud be more educational, more brilliant than even the Norfolk meeting last year. The grain trade is now facing many big problems, for which right solutions must be found. These problems will be discussed at this year's convention. The grain man who is anxious to keep up with the progress of his business, who wants to get acquainted with fellow grain men, who wants to broaden his outlook and deepen his understanding, will permit nothing to keep him from attending this convention.

Aside from its educational value, this convention will give the grain men an opportunity to see what is considered the most picturesque city in the United States. New Orleans, still more French than American, still permeated with the atmosphere of the "Old South," presents a thousand interesting sights to the Northern tourist. The little tropical gardens, surrounded by high buildings with overhanging balconies two and three stories up, seem to belong more to Italy than to America. The quiet, broad avenues, shaded by overspreading palms and lined with antebellum homes, are a striking contrast to the narrow, hustling, dusty streets of our northern cities. The grain dealer who makes the trip to New Orleans shud not fail to stay in town for several days after the convention in order that he may see the sights of this historic city.

During the convention the delegates will be in the hands of the entertainment com'ite, consisting of C. B. Fox, E. Nathan, A. F. Leonhardt, R. C. Jordan and W. L. Richeson. This com'ite raised \$6,000 within a few days after its appointment and is deep in plans for amusing the grain men.

For the convenience of the grain dealers a special train will be operated by the Illinois Central Railroad leaving Chicago at 9:10 a. m., Oct. 13, and on the return

trip leaving New Orleans at 7:00 p. m., Oct. 16. This train will be in charge of the Travel Service Buro of St. Louis, and tickets purchased from the Buro include Pullman accommodations and meals on the train and hotel accommodations at New Orleans.

A special steamboat will be operated by the Streckfus Steamboat Line for the exclusive use of the grain dealers who desire to go to New Orleans by water. This boat will leave St. Louis at 4 p. m., Oct. 9, Cairo at 8 a. m., Oct. 10, Memphis at 9 a. m., Oct. 11, Vicksburg at 4 p. m., Oct. 12, Natchez at 8 a. m., Oct. 13, and Baton Rouge at 8 p. m., Oct. 13. The boat will arrive at New Orleans at 7 a. m., Oct. 14. On the return trip the boat will leave New Orleans at 8 p. m., Oct. 16, and arrive at St. Louis at 10 a. m., Oct. 23. Tickets via the boat line include free berth and meals while in New Orleans. The grain men are given the further privilege of making the return trip on the Mobile & Ohio Railroad instead of by boat, if they prefer. A trip down the Mississippi is a vacation in itself. The quietness, cleanness, goodfellowship and comfort of a boat trip are a relief from the hustle, bustle, dirt and discomfort of a railway journey, and those who can spare the time shud not fail to go by boat. The steamer "Quincy" will be reserved for grain dealers only, and in the five days' trip there will be ample opportunity for those on board to become acquainted with each other and to form friendships that will add materially to the pleasure of the convention and may develop into valuable business relations.

CORN compares favorably with sorghum as a sugar-producing plant. Tests made at Garden City, Kan., by experts of the U. S. Department of Agriculture indicate that corn from which the ears had been removed had a higher content of sucrose (sugar) than sorghum, but a lower content than that of sugar cane. The percentage of invert sugar in corn was higher than that in either of the two other plants.

NEW ORLEANS ARRANGING to Entertain Grain Dealers.

The Committee in charge of arrangements for the coming Convention of the Grain Dealers National Ass'n at New Orleans, Oct. 14th, 15th and 16th, are convinced that this Convention will break all records, not only in attendance, but also interest, owing to the fact that it has been definitely arranged between the Grain Dealers National Ass'n and the United States Department of Agriculture that Oct. 15th is to be devoted to the consideration and open discussion of the question of uniform grades.

The tentative standards of the various grades of corn which were given to the Press and the leading grain interests recently by the Department of Agriculture, if adopted, will revolutionize the grain trade. It simply means that the old varying and flexible standards in effect at the various ports and interior markets must be abolished and the grade on each and every shipment of corn must be fixed according to the definite standard adopted by the United States Agricultural Department. It will mean that the old uncertainties will be eliminated.

The beneficial results should be far-reaching, not only to the legitimate trade, but especially to the producer and the consumer. The farmer's grain will be graded strictly on its merits, thereby creating an incentive for improvement in seed, etc. It should also result in the grain trade steadily regaining its prestige abroad, and in consequence greatly increase exportations.

The Ways and Means Committee is anticipating a large attendance and is providing ample entertainment and a warm reception. Everything is being arranged for the convenience of the visitors and, in order that they may be in touch with the market conditions at all times, arrangements have been made for the installation of a direct wire in the Convention Hall. This wire will be furnished by H. & B. Beer, New Orleans correspondents of Logan & Bryan, and strictly up-to-the-minute quotations and market gossip, etc., will be posted throughout the Convention.

THE ARGENTINE government is considering the advisability of the state purchasing bags and binding twine for the wheat growers. Owing to the lack of facilities for handling the grain in bulk, the government realizes the importance of bags and twine, and believes that by purchasing these articles itself it can cheapen their cost to the farmer.

ADDITIONAL elevator storage capacity is the great and immediate need at every Canadian port on the grain route, according to Pres. W. G. Ross of the Montreal Harbor Commission. Last fall the Canadian government endeavored to provide additional storage at Fort William and Port Arthur by suspending the Canadian coastal laws. By allowing American vessels to load storage grain for delivery to Canadian lake ports in the spring, the government hoped to prevent grain from being sent to Duluth and Minneapolis for storage and also to prevent its being sent east thru American lake ports. The plan was a failure, however, as most of the American boats delivered their cargoes to American ports. In 1912, 44,519,182 bus. of wheat were shipped from Fort William and Port Arthur to American lake ports, and all but 333,829 bus. of this wheat moved in American vessels.



The Streckfus Steamer "Quincy," Chartered for Special Trip to New Orleans with Grain Dealers.

Feedstuffs

John E. Koerner & Co., New Orleans, have installed an alfalfa mill of 5 tons capacity.

A hearing in one of the government bran-seizure cases was set for Sept. 9 at Trenton, N. J.

San Francisco received 1,372 tons of bran in August, compared with 759 tons received last year.—Henry C. Bunker, Chief Inspector.

The Big Four Milling Co. has been organized by the Coates Co., Chagrin Falls, O., to manufacture chicken and horse feeds and molasses feeds at Cleveland, O.

Memphis, Tenn., received 26,400 bags of bran during August, compared with 28,800 bags received in August, 1912.—Nat S. Graves, sec'y Merchants Exchange.

George G. Riegger has taken charge of the screenings department of Hennessey & Murphy, Minneapolis, Minn. He was formerly with the Atwood-Stone Co. in the same capacity.

Milwaukee received 14,620 tons of feed and shipped 26,456 tons during August; compared with 22,370 tons received and 23,264 tons shipped during August, 1912.—H. A. Plumb, sec'y Chamber of Commerce.

Baltimore received 1,141 tons of feed and shipped 308 tons during August; compared with 1,594 tons received and 100 tons shipped during August, 1912.—James B. Hessong, sec'y Chamber of Commerce.

Minneapolis received 5,520 tons of feed and shipped 53,102 tons during August; compared with 2,681 tons received and 56,422 tons shipped during August, 1912.—John G. McHugh, sec'y Chamber of Commerce.

Kansas City received 1,480 tons of bran in August compared with 800 tons received last year, and shipped 6,600 tons compared with 8,520 tons last year, as reported by E. D. Bigelow, sec'y Kansas City Board of Trade.

A number of Nebraska alfalfa mills are idle because of the scarcity of alfalfa. Prices of alfalfa meal remain bullish, and many Eastern buyers are rushing shipping instructions, apparently afraid that the mills will be unable to make contract shipments later in the season.

W. E. Palmatier has been chosen manager, sec'y and treasurer of the Omaha Alfalfa Milling Co., East Omaha, Neb., succeeding C. P. Wolverton, resigned. J. F. Hughes, of Council Bluffs, Ia., became pres. and E. O. Ames, vice-pres. of the company.

Southwestern millers and the state feed commissioners of Kansas, Oklahoma, Missouri, Texas and Arkansas will meet at Oklahoma City, Sept. 15, in an attempt to make uniform the feed standards for the several states. The United States Department of Agriculture has been invited to send a representative to the conference.

The various state feedingstuffs laws are given in a loose-leaf pamphlet compiled by L. F. Brown, sec'y, American Feed Manufacturers Ass'n. The important provisions of each state law are given, that is, those features which the feed manufacturer must know. The book will be

revised as necessary, and will be distributed to members of the Ass'n.

The Edwards & Loomis Co., Chicago, Ill., has increased its capital stock from \$45,000 to \$150,000, all of which was absorbed by its stockholders. The company has purchased ground across the street from its mill, and will erect a molasses horse and mule feed mill. Its present plant will then be devoted exclusively to the manufacture of poultry feeds.

State food, dairy and drug officials have been invited by the Sec'y of Agriculture to meet in Washington, Nov. 14 or 15 for a conference with federal food officials, with a view to promoting co-operation between the state and federal authorities. At the same time the Ass'n of Feed Control Officials, the Ass'n of Official Agricultural Chemists and the Ass'n of Agricultural Colleges and Experiment Stations will hold conventions.

The Chicago Grain & Feed Co., manufacturer of cattle feed from dried brewing malt, was placed in involuntary bankruptcy by the United States district court Sept. 6 on petition of J. J. Badenoch and other creditors. The company is said to have assets of \$45,000 and liabilities in excess of \$90,000. It issued bonds amounting to several thousands of dollars about four months ago, and the holders of these bonds protested against the appointment of a receiver. The Central Trust Co., Chicago, was appointed receiver.

The Golden Grain Milling Co. is erecting a \$100,000 feed mill on property recently purchased at East St. Louis, located on the St. Louis Belt Line and the Southern Ry. The mill building proper is 50x50 ft. and 90 ft. high. The plant also includes a 50,000-bu. elevator, a molasses storage cistern of 2,000 tons capacity, a corn drier able to handle 500 bus. per hour, and an alfalfa hay storage building with a capacity of 200 carloads. The plant will be able to manufacture 40 cars of alfalfa molasses horse feed daily.

W. B. Johnson & Co., Memphis, Tenn., borrowed Ohio feedingstuffs tags from the Humphreys-Godwin Co. of Memphis and used them on a shipment of 200 sacks of cottonseed meal sold to the Cincinnati Grain Co., Cincinnati, O. As Johnson & Co. are not registered in Ohio the Department of Agriculture of that state demanded \$25 license fee. The company furnished documents to prove that the goods were sold f. o. b. Memphis. Incidentally the meal in question was sold under a guarantee of 41% protein, whereas it contained but 38.62%. A. P. Sandles of the

Ohio Dept. of Agriculture warns dealers to discontinue buying feedingstuffs f. o. b. shipping points, as in case the goods fail to come up to claimed percentages, the purchaser must bear the loss.

The new Ohio feedstuffs law imposes a license fee of \$25 for the sale of wheat bran and screenings. Some few manufacturers have taken exception to this, saying that the buying of a better mixture than bran alone should be exempt from license. Our position in the matter is as follows: Wheat bran is a distinct product, and was so regarded before millers discovered that screenings had any feeding value at all. If wheat bran is adulterated with corn cob, oat hulls, corn bran, screenings, or other foreign material, you could hardly expect it to be called bran. A license is required for wheat bran and screenings, just the same as for wheat bran and corn cob or similar mixtures. While wheat bran and screenings together probably make a better feed than bran alone, this does not warrant us in calling the compound wheat bran, which, as you know, is the coarse outer coating of the wheat berry. The fact that the value of the feed is increased does not enter into the proposition at all.—A. P. Sandles, sec'y, Ohio Dept. of Agriculture.

The percentage of screenings in wheat as received at elevators and mills has been found by Pure Food Commissioner Ladd of North Dakota to be as follows: No. 1 hard, 1.70%; No. 1 northern, 2.90%; No. 2 northern, 2.79%; No. 3 northern, 4.56%. This gives an average of 2.85%. On a 100,000,000 bu. crop, figuring this percentage, there would be 85,500 tons of screenings, which at \$20 per ton would be worth \$1,710,000. An analysis of screenings show that they do not differ much in composition from wheat, bran and middlings. They have about the same amount of protein as alfalfa hay and considerably more carbohydrates in the form of nitrogen free extract. From this it will be seen that screenings form an important article of feed and should be carefully utilized. Mr. Ladd gives a particular warning to grind all screenings in order to destroy the weed seed they contain.

In the Lone Star State.

The City Mills of Ennis, Tex., have worked up a splendid business in the Lone Star state and are, at least, among those worthy of mention among the successful grain dealers.

A little over a year ago, Messrs. Sparkman & Sparkman, the owners, installed



The City Mills, Ennis, Tex., Sparkman & Sparkman, Props.

a "Midget" Marvel mill as a "side line." It is now admitted that flour milling with a "Midget" is the most profitable end of their business, and there is only one change they would like to make. If possible, they should like to install a fifty instead of a twenty-five barrel "Midget" mill.

When this mill was sold, it was the first sale of such a machine in the state. Since then four "Midgets" have been installed, and contracts let for four others. Nearly all of these sales have been made only after the Ennis plant was investigated. It is a noticeable fact that over half of them have been or are to be put in by grain dealers.

In connection with the flour mill at Ennis, an up-to-date corn meal plant is installed consisting of four breaks and four reels. The power used is individual electrical motors.

WHEAT BRAN CONFERENCE.

A conference was held Aug. 29 at Washington, D. C., between millers and the Board of Food and Drug Inspection to consider the allowable percentage of screenings which may be present in bran without violating the Pure Food and Drugs Act. The government has heretofore held the position that bran containing any screenings whatsoever must be labeled "bran and screenings" and not "bran."

The millers have always contended that it is impossible to manufacture bran under present milling methods without incorporating the screenings which were originally present in the wheat, and they insist that the addition of the screenings does not lower the feeding value of the bran. They also object to the label "bran and screenings" on the ground that, with such a label, some millers would purchase screenings to add to their bran.

The Board took the matter under advisement and will probably announce its decision in a few days.

WE are doing some little export business in flour; but at a very close margin.—F. E. C. Hawks, pres. Goshen Mfg. Co., Goshen, Ind.

WILD RICE FLOUR will be ground at LaPrairie, Minn., by F. L. Vance, who is known as the "Wild Rice King." This is the first known attempt to make flour from this grain. The supply is plentiful in the Popple River country and the only cost is that of harvesting and grinding.

THE AMERICAN Malting Co., claiming \$1,000,000 loss, has commenced suit against Adolph Keitel, a broker, in the United States District Court of New York. The company alleges that Keitel issued circulars attacking it and that his circulars caused the price of malt to drop from \$1.24 to 86c per bu. in 1911-1912. The company has sold 11,000,000 bus. of malt, but Keitel persuaded its customers to cancel their contracts, resulting in heavy loss to the company.

THE DEPT. of Agriculture has decided that it needs better publicity, and Sec'y Houston has organized a Dept. of Publicity with Geo. W. Wharton, Flushing, N. Y., as its head. The new department was formed as a result of a criticism by Walter H. Page, formerly Editor of World's Work, who suggested the need of some one to translate the scientific terminology and technical terms used by the department's experts into clear and interesting English.

CARRIER CAN COLLECT Undercharge.

Following the precedents of all other suits by carriers to collect undercharges the Supreme Judicial Court of Massachusetts decided in favor of the New York, New Haven & Hartford R. R. Co. in its suit against the York & Whitney Co., commission merchants at Boston, Mass., to recover the correct charge above the \$102 first paid on a consignment from Delmar, Del., to Boston, to be sold on commission. The railroad company did not discover its mistake in quoting and collecting the rate until several months after. Defendant had credit and paid all freight bills weekly.

Chief Justice Rugg said: It is not necessary to consider what would be the rights of the parties if the plaintiff actually had known before delivery of the goods by it that the defendant was agent of the Delaware owner, for under the circumstances disclosed here there was evidence sufficient to warrant the finding that the defendant, even tho an agent, had impliedly promised to pay the lawful freight.

Schedule Rate the Only Lawful Rate.—The defendant might have been found to have promised by implication to pay the freight rate lawfully established under the interstate commerce act. The aim of that act was to secure for each and every shipper of goods in interstate commerce absolute equality of reasonable rates, uniform in application, without discrimination or preference. The railroad and the shipper are bound inexorably to follow the rate published. No excuse, which operates as an evasion of that rate, has any standing as matter of law in defense of a proved violation of such rate. Mistake, inadvertence, honest agreement and good faith are alike unavailing.

It is now the established rule that a carrier cannot depart to any extent from its published schedule of rates for interstate transportation on file without incurring the penalties of the statute. A promise by implication well might have been found to be to pay the only rate which the plaintiff could charge without laying itself open to criminal prosecution, namely, that shown by the published tariff.

The reason why there must be inflexibility in the enforcement of the published rate against all and every suggestion for relaxation rests upon the practical impossibility otherwise of maintaining equality between all shippers without preferential privileges of any sort. The rate when published becomes established by law. It can be varied only by law, and not by act of the parties.

The hardship, if any has been wrought in the present case, arises out of the enforcement of a positive rule established for the accomplishment of a broad public purpose. The probability of damages arising from mistakes of this kind perhaps has been reduced by the penalty upon the carrier provided by Act U. S. June 18, 1910, c. 309, § 9 (36 Stat. p. 548). But this is payable to the United States, and no direct relief is afforded to the shipper.

The receivers could have protected themselves in this case by serving general notice upon the railroad company that they were commission merchants and that all goods upon which they paid freight were the property of the shipper, to whom the carrier must look for the collection of undercharges not discovered until after the commission merchant had remitted the shipper all net proceeds.

Under the law no protection is given the shipper, or the consignee who is the owner, in case of misquotation of freight rates.

A penalty should be collected from every carrier misquoting freight rate. The Interstate Commerce Act, in fact, expressly provides for the collection of a penalty from the carrier; but the law is not enforced. The bare fact that a railroad company has started suit against a shipper or receiver should be *prima facie* proof

of misquotation, and the assessment of a fine should be practically automatic. Then would the carriers' desire to collect small undercharges be curbed.

THE MONTANA Grain Inspection Department does not seem to have profited by the experience of the Kansas politicians, who, in their greed, tried to assess Kansas shippers \$1.00 per car for grading their grain, hence is now imposing a similar fee on Montana shippers for this service. Montana grain shippers will not overlook the fact that Kansas shippers succeeded in knocking out the law. Such extortionate charges are unreasonable, and cannot be justified in any section of the country.

C. E. TIMBERLAKE MAKES New Connection.

C. E. Timberlake, Chicago, has made arrangements to handle his cash grain business thru Bridge & Leonard. He was formerly connected with B. S. Wilson & Co. He is to be congratulated upon his new connection, as Bridge & Leonard are strong financially and are noted for being a careful, conservative house.

Mr. Timberlake will be represented by the following traveling men: W. W. Sylvester, having headquarters at Fort Dodge, Ia.; F. E. Albertson, headquarters Estherville, Ia.; H. H. Awalt, headquarters Algona, Ia., and Earl M. Davis, headquarters Danville, Ill. William Timberlake, his father, is also associated with him.

Mr. Timberlake has had long experience in the cash grain business and is noted as one of the best grain salesmen on the Board. He has built up a large business with country shippers; and now, aided by the strength and prestige of his new connection, is confident of a rapidly increasing clientele.

A portrait of Mr. Timberlake is given herewith.



C. E. Timberlake, Chicago.

Seeds

Cow pea crop large; threshing just begun.—Percy A. Jones Co., La Center, Ky.

Clover crop short around here.—Carson, mgr. Saunemin Elvtr. Co., Saunemin, Ill.

The Illinois Seed Co. of Chicago has increased its capital stock from \$25,000 to \$150,000.

LONG ISLAND, KAN., Aug. 23.—Alfalfa seed a good crop.—Geo. H. Nash, mgr. H. Q. Banta.

The Hayes Produce Co. recently bot the seed warehouse of the Snyder Seed Co., Topeka, Kan.

Lewisburg, Tenn., Aug. 22.—Clover seed crop is a failure; millet seed crop short.—Lewisburg Grain Co.

Hadley, Ill., Sept. 6.—Considerable clover seed in this section.—J. W. Gibson, agt. Barry Milling & Grain Co.

Arthur E. Havens, Chicago, Ill., has registered "Ardanna" as a trade mark for his seed oats and seed corn.

The Schenectady Seed Co., Schenectady, N. Y., was recently incorporated for \$10,000 by A. N. Ladu, F. B. Orlop, and C. E. Ladu.

Michigan clover seed on Sept. 1 showed a condition of 80%, compared with 79% last year.—Frederick C. Martindale, sec'y of state, Lansing, Mich.

Burgoon, O., Sept. 6.—Little red clover here, but promise is good. Alsike seed almost a complete failure.—A. H. Speck, mgr., The Sneath-Cunningham Co.

A. M. Ferguson, Sherman, Tex., is building a warehouse for storing field seeds. The plant has been more carefully planned and will be up-to-date in every particular.

Defiance, O., Sept. 6.—We have a good crop of both mammoth and medium clover seed; alsike a failure; not much timothy seed.—Defiance Iron & Steel Co.

Farmers of Sauk County, Wis., have organized and will incorporate a co-operative ass'n for the purpose of buying and selling pure bred seeds and other farm produce and supplies.

North Carolina has chosen for its seed commissioner Clarence Waldron, age twenty-two, a graduate of the North Dakota Agricultural College and son of Professor Waldron of that school.

Ft. Wayne, Ind., Sept. 8.—Clover prospects best in years. Timothy seed is a light crop on account of dry weather; corn prospects good. Alsike crop very light owing to dry weather.—S. Bash & Co., per C. Bash.

Minneapolis received 280,840 bus. of flax seed during August and shipped 53,893 bus., compared with 160,000 bus. received and 25,590 bus. shipped during August, 1912.—John G. McHugh, sec'y Chamber of Commerce.

Excellent results were obtained in fighting dry spot of oats (which is that to be due to the chemical composition of the soil) by applying 89 lbs. of manganese sulphate to the acre. This chemical can safely be used with other fertilizers.

Storage rates on seeds at Toledo have been changed, effective Sept. 10, to a per bag, instead of a per bushel, rate. The new schedule is 4c per bag for the first ten days, including unloading and

loading out, and 1c per bag for every 10 days thereafter.

The exclusive right to manufacture a seed corn drying device built in sections was granted to Lucian W. Hurff, Galesburg, by Judge Humphrey of the U. S. District Court, Aug. 28, in the patent infringement suit brot by Lucian W. Hurff against G. M. Hurff.

Missouri timothy seed yield will be very light and acreage is only 41% of normal. Clover seed promises well; flaxseed yield estimated at 6 bus. per acre; condition of cowpeas 53%.—T. C. Wilson, sec'y State Board of Agriculture, Columbia, Mo.

Stinking smut in wheat seems to be affected more by the time of seeding and the vigor of the young plants than by previous infection. Copper sulphate followed by lime, has been found a satisfactory fungicide, altho sometimes it is of no value as a protection.

Winnipeg, Man., Sept. 1.—Manitoba, Saskatchewan and Alberta will produce 14,600,000 bus. of flaxseed this season. This crop is estimated on the basis of an average yield of 13.2 bus. per acre on 1,106,000 acres.—Frank O. Fowler, sec'y, Northwest Grain Dealers Ass'n.

The quality of timothy seed received at Chicago so far this year has been so poor that sellers of seed for future delivery are having a hard time getting contract seed. On Sept. 8 only one car out of 9, and on the 9th only 1 car out of 11 tendered for inspection graded contract.

The North Dakota seed law was amended, effective July 1, to prohibit the sale of seed which tests under 60% germination. While this is a very low requirement, it has the good effect of forcing all who sell seeds to test them first, so that poor seed can no longer be planted thru ignorance or carelessness.

Quality of receipts of clover seed at Toledo so far have been so good that it will not be difficult to furnish prime. Bulk of receipts graded prime, No. 2 and No. 3, and very little of it Rejected or N. E. G. Samples of medium seed from the country recently show the quality not quite so good.—J. F. Zahm & Co.

Toledo received during the week ending Sept. 6, 1,741 bags of clover seed, 64 bags of alsike seed, and 929 bags of timothy seed, compared with 190 bags of clover seed, 260 bags of alsike seed, and 2,617 bags of timothy seed received in corresponding week of 1912. No seed was shipped during the week.

Alsike is sensitive and hard to trade in. Break in red clover caused some scattered selling, but the bulls are still hopeful. Crop is very short, but not an entire failure. Demand will be light at present large premium over red, but the shorts need the actual seed to help them out. Open trades are small. Toledo August receipts 187 bags, against 1,415,000 year ago.—C. A. King & Co.

Feterita, a new variety of grain sorghum, has been subjected to tests extending over six years by the United States Department of Agriculture at Amarillo, Chillicothe, and Lubbock, Tex. The yields varied from 9 to 58 bus. per acre. Feterita was introduced from Egypt by the Department, and full information concerning its culture and probable crop value is given in Circular 122 of the Bureau of Plant Industry.

Wheat and barley seed is sometimes injured by copper sulphate treatment, but no ill effects are observed from hot wa-

ter treatment or formaldehyde. The hot water treatment for barley consists of dipping it in water at 75° to 95° for four hours, followed by ten minutes' immersion in water from 120° to 125°. For wheat the treatment consists of immersion for four hours at 85° to 105°, and then ten minutes from 120° to 125°.

Milwaukee during August received 60,000 lbs. of timothy seed, 30,000 lbs. of clover seed, and 10,800 bus. of flaxseed compared with no timothy seed, 12,525 lbs. of clover seed, and 39,600 bus. of flaxseed received in Aug., 1912. Shipments included 489,640 lbs. of timothy seed, 68,277 lbs. of clover seed, and no flaxseed, compared with no timothy seed, 36,980 lbs. of clover seed, and no flaxseed shipped in 1912.—H. A. Plumb, sec'y Chamber of Commerce.

Toledo during August received 1,014 bags of clover seed, 187 bags of alsike seed, and 2,681 bags of timothy seed, compared with 590 bags of clover seed, 1,415 bags of alsike seed, and 14,583 bags of timothy seed received in August, 1912. Shipments included no clover seed, no alsike seed, and 300 bags of timothy seed, compared with 509 bags of clover seed, 394 bags alsike seed, and 8,759 bags of timothy seed during the same month of last year, as reported by A. Gassaway, sec'y Toledo Produce Exchange.

Cincinnati received during August 57 bus. of flaxseed, 713 bags of clover seed, 3,821 bags of timothy seed, and 10,609 bags of other seeds, compared with 117 bus. of flaxseed, 1,251 bags of clover seed, 2,492 bags of timothy seed, and 7,377 bags of other seeds during August, 1912. Shipments included no flaxseed, 874 bags of clover seed, 4,093 bags of timothy seed, and 5,497 bags of other seeds, compared with no flaxseed, 1,216 bags of clover seed, 864 bags of timothy seed, and 5,923 bags of other seeds in August, 1912.—W. C. Culkins, supt., Chamber of Commerce.

Illinois clover seed on Sept. 1 showed a condition of 78%, compared with 83% for the 10-year average. The crop for the entire country showed a condition of 81.3%, compared with 80.7%, the 10-year average. Production of blue grass seed was 70% in Illinois compared with 86%, the 10-year average. Broom corn showed a condition of 66% in Illinois, compared with 80%, the 10-year average; for the United States 48.6%, compared with 78.7%, the 10-year average, according to figures compiled by the U. S. Dept. of Agriculture and Weather Bureau.

Chicago received during the week ending Sept. 6, 1,304,000 lbs. timothy seed, 19,000 lbs. clover seed, 165,000 other grass seeds, and 6,000 bus. flaxseed, against 1,376,400 lbs. timothy seed, 40,000 lbs. clover seed, 435,000 lbs. other grass seeds, 40,000 lbs. clover seed, 435,000 lbs. other grass seeds, and 119,100 bus. flaxseed during the corresponding week in 1912. Shipments for the week have been 470,000 lbs. timothy seed, 38,000 lbs. clover seed, 361,000 lbs. other grass seeds, and no flaxseed, against 991,200 lbs. timothy seed, 15,300 lbs. clover seed, 496,000 lbs. other grass seeds, and no flaxseed during the corresponding week of 1912.

The clover crop begins to look like a twin sister to that of 1908. Both crops followed a year of poor supplies. Both were in a haze of uncertainty until well along in August, when highest prices were reached. Will final history be the same? In 1908 prices declined \$3 in August and \$1.50 more by October. Following months ranged from \$5 to \$5.80. Present crop

has declined \$2 from the August high level. September receipts will be watched with interest. Arrivals are increasing. The farmer is selling freely at above \$6. Samples show mainly excellent quality. Mammoth seed chiefly represented. Will season's receipts exceed 100,000 bags? It is quit possible. Last year they were only half the quantity. The 100,000 mark has been out of sight since 1908, which sent 133,000 to Toledo. September receipts were the heaviest that year, with 33,000 bags.—*Southworth & Co.*

A dry season makes clover seed. Present crop is the largest since 1908. Some sections say it is larger. It may not average as large. The crop that year was not fully appreciated until October, when prices broke to \$4.80 and recovered a dollar in November. Now everybody is comparing the present crop with the 1908 and we may get our lowest prices in September. Conditions have changed since 1908. Everything has gone to a higher range of values. Farmers have had so much prosperity that Congress is now legislating in favor of the consumer. Farmers have been paying \$12 to \$14 for clover seed for several seasons. Present crop will yield most of them more money per acre than any recent year, but many farmers will look at the price per bushel instead of the price per acre. September and October receipts should be large. Many large dealers are still looking for six dollar seed. Will they be disappointed? Speculation frequently interferes on small crops. Will it this season? Michigan, which suffered from winter killing, is reporting some phenomenal yields, as high as 7 bushels to the acre. Wisconsin says outlook is for large crop there, better than a while ago. Iowa has a good crop. Crop is early but it is not all threshed and secured. Weather past week has been exceptionally favorable. Europe still has very favorable outlook but it will take September to decide the northern part. Italy has smaller crop than the large one of last season. Canada is always late in securing its crop.—*C. A. King & Co.*

URUGUAY in 1912 produced 3,502,225 bushels of corn on 590,861 acres, an average yield of 6 bushels per acre. Most of the corn is planted broadcast and agricultural methods are primitive, altho modern methods are slowly being adopted.

DISTRIBUTION of farm products by co-operative organizations in European countries will be investigated by two experts of the United States Department of Agriculture, Dr. Thomas N. Carver, head of the Rural Organization Service, and Bradford Knapp, in charge of farmers' co-operative demonstration work in the South. They sail about the middle of this month for a six weeks' trip thru Ireland, Denmark and Saxony.

CAIRO is putting in a strong bid for the 1914 convention of the Illinois Grain Dealers Ass'n. Cairo grain men entertained the officers of the Ass'n at a banquet and smoker on Aug. 20, at which the advantages of Cairo were explained. The grain men offered to entertain the Ass'n with a genuine Kentucky barbecue, a boat trip on the Mississippi and Ohio Rivers and other features. H. I. Baldwin, treasurer of the Ass'n, expressed surprise over Cairo's well-paved streets, and all the officers that the hotel accommodations were adequate. Cairo will send a delegation to attend the meeting of the executive committee when it determines the place for the 1914 convention.

MARKETING MILLET SEED.

Seed of the ordinary foxtail millets is not used to any great extent as a grain, most of it being sold for distribution to parties who desire it for seeding purposes. The regions of production are also limited and most of the seed is sold to local buyers who very often run general feed stores in the small towns. In other cases it is bot by the grain elevators or other grain buyers, who dispose of it to the large seed houses in centrally located points, from which it is delivered to the retail merchants. This is the manner in which perhaps 80% of the foxtail millet seed of the country is marketed.

Very little of it is sold prior to harvest, and the local buyer usually does the cleaning. A small percentage of millet seed is disposed of directly to neighboring farmers or resold by the local buyer to such parties.

There seem to be no regular grades of millet. The weight of the German millet seed is supposed to be about 50 lbs. per bushel in most states and the determination of the grade is usually in the hands of the purchaser.

The season of heaviest sales by producers wud extend from Aug. 15 to Oct. 1. Very little seed of ordinary foxtail millets is grown under contract; only the improved strains being grown in this way.

Seed of the broom corn millets are used for feed in more cases than the foxtail millets and therefore there is a larger consumption of this seed in the region of production than there is of the seed of the foxtail millets.

The list of successive sales in the movement from the farmer to the retailer are about as follows:

Producer to local buyer or seed merchants. Terms cash.

Local merchants or grain elevator to seed houses. Terms cash or 30 days.

Seed houses to retail merchants. Terms 30 days.

The retail merchant in this case may be almost any kind of a merchant in these small towns. Grocery stores, department stores, and hardware stores all handle the seed. The season of principal sales to the retail merchant is about May 1 to July 1.

The chief item of expense in marketing is transportation charges. The expense of recleaning the seed is usually very small owing to the fact that millet seed can be cleaned very well in the ordinary threshing machine used by the farmer.

Storage of millet seed is very light. Farmers seldom hold any great amount because there is little demand for it as a stock food and it is very apt to be sold directly from the threshing machine to the local seed buyer. Middlemen pass the seed on to the large seed houses as soon as possible and it is held over at such points until its distribution to the retail merchants takes place the following spring.

The distances over which it is shipped is usually not large owing to the fact that a great deal of millet seed is grown as a cash crop thruout the prairie states.

The principal diversion points for millet seed in the United States are, for southern-grown German millet: Nashville, Tenn., Richmond, Va., and Augusta, Ga.; for ordinary German millet and common millet: Chicago, Ill., St. Paul, Minn., Des Moines, Ia., Kansas City, Mo., Omaha, Neb., Denver Colo. Fort Worth, Dallas, Tex., New York, N. Y., Philadelphia, Pa., and Baltimore, Md.

The farmer does not avail himself as

a usual thing of market quotations in selling his crop of millet seed. Unless conditions have been such as to produce a very large supply of millet seed, the farmer usually is able to market it at a fair profit. In some cases, however, where the growing of millet has been general thruout the country, the market becomes clogged and it becomes almost impossible to dispose of the crop.—Geo. K. Holmes, statistical scientist, in Report 98, U. S. Dept. of Agriculture.

NEW MICHIGAN SEED LAW.

The new Michigan seed law, which became effective Aug. 15, regulates the sale of the following seeds only: alfalfa, barley, Canadian blue grass, Kentucky blue grass, brome (awnless) grass, buckwheat, alsike clover, crimson clover, red clover, white clover, field corn, Kafir corn, meadow fescue, flax, millet, oats, orchard grass, rape, red top, rye, sorghum, timothy and wheat.

All of the above seeds must be accompanied by a statement giving name of seed, name and address of person selling the seed, approximate purity, in percent by weight, with each impurity specified which is present in greater proportion than 1%. This applies only to seed in lots of 8 ounces or more that is sold for seeding in Michigan. Seed sold at retail from the original package does not have to be so labeled if the original package carries the required information.

The seeds of quack grass, Canada thistle, and clover dodder, alfalfa dodder, and field dodder are declared noxious weed seeds, and no seed may be sold for agricultural purposes which contains a higher proportion of such weed seeds than one to two thousand.

The law does not cover seed sold by growers to seed merchants, nor seed sold to be cleaned and graded before being again sold, nor seed held in storage to be cleaned, nor seed marked "not cleaned" and held or sold for shipment outside the state.

The enforcement of the act is placed in the hands of the State Board of Agriculture, which is authorized to issue regulations covering the enforcement of the act and also covering seed testing done in compliance with the law. The board is also authorized to make official seed tests and charge a fee of 25c for such a test.

A DEAL is a deal until closed. The broker acts for the principal. He makes the original deal on his order and the deal belongs to the principal until closed. Market sometimes jumps beyond where the margin in hand expires. This does not relieve the principal. He is liable until the deal is closed. The broker reserves the right to close about where the margin expires. This is merely to guard against undesirable traders. Be fair. Shoulder your own losses. Don't shirk.—*C. A. King & Co.*

NEBRASKA SHIPPERS are complaining bitterly of their inability to obtain cars needed for shipments over the Missouri Pacific R. R. Doubtless if they would adopt the plan of the Kansas shippers, make written application for cars and tender the railway agent one-fourth of the freight rate to destination, they would get much better service. Even written orders for cars, when followed up persistently, as is being done by grain shippers in other sections of the country, prove very helpful in getting cars needed.

Grain Trade News

CALIFORNIA.

Bakersfield, Cal.—The grain warehouse of A. W. Bannister burned Aug. 25; loss \$25,000.

Receipts of grain at San Francisco during August included 10,976 tons of wheat, 19,663 of barley, 1,585 of oats, 180 of corn and 11,708 bags of beans; compared with 7,307 tons of wheat, 27,453 of barley, 2,148 of oats, 726 of corn and 23,963 bags of beans.—Henry C. Bunker, chief inspector Chamber of Commerce.

CANADA.

Coutts, Alta.—The Farmers Union is building an elevator.

Herbert, Sask.—J. S. Dahl is mgr. of the Co-operative Elevator Co.

Treherne, Man.—Farmers have organized to build a 25,000-bu. elevator at once.

Treherne, Man.—Extensive improvements are being made on the government elevators.

Winnipeg, Man.—Work on the addition to the Grain Exchange is progressing rapidly.

Morse, Sask.—The Saskatchewan Elevator Co. has bot the elevator of the Morse Elevator Co., Ltd.

Macleod, Alta.—The Macleod Farmers Elevator Co. will affiliate with the Alberta Co-operative Elevator Co.

Virden, Man.—E. E. Bayne and L. G. McLeod will operate the 3 elevators of the Grain Growers Grain Co.

West St. John, N. B.—The steel superstructure of the elevator of the Can. Pac. Ry. Co. is being erected.

Portage la Prairie, Man.—The Northern Elevator Co. has appointed Thos. A. Montgomery as representative.

Vancouver, B. C.—Two big companies are said to be contemplating the erection of large elevators, at this point.

Roland, Man.—Wm. Scott is mgr. of the Canadian elevator and Samuel Stewart is in charge of the Dominion elevator.

Montreal, Que.—The Harbor Commissioners have decided to start work on the new 3,000,000-bu. elevator, this fall.

Moose Jaw, Sask.—The Lake of the Woods Mfg. Co. has bot the 30,000-bu. elevator of the Moose Jaw Elevator Co.

Fort William, Ont.—The Fort William Starch Co. has let contract to the Canadian Stewart Co. for a plant to cost \$750,000.

Rocanville, Sask.—The elevator of the McLaughlin Elevator Co. has been sold and will be taken down and rebuilt at another station.

Herbert, Sask.—The new elevator of the Royal Elevator Co. is nearing completion and the company contemplates erecting another.

Reford, Sask.—Carl Laubman will take charge of the elevator of the Security Elevator Co. and Frank Didier will be mgr. of the Atlas Elevator Co.

Toronto, Ont.—L. A. Tilley, well known to the grain trade of this city, Montreal and Winnipeg, died recently at St. Anne de Bellevue, Que.

Wetaskiwin, Alta.—F. B. Watson, formerly mgr. for the Alberta Pacific Co. at Leduc, has been transferred to the company's elevator at this station.

Lavina Siding, Man.—The Grain Growers Grain Co. has completed its elevator at this station and is receiving grain. The equipment includes a Monitor Cleaner, 12 h. p. gasoline engine and manlift.

Kerrobert, Sask.—The Western Farmers Elevator Co. has been incorporated. It will succeed the Kerrobert Elevator Co. and has let contract for a 30,000-bu. elevator at Handel. D. Ryan is pres., and W. C. Hammond, sec'y.

Meaford, Ont.—The Montreal Transportation Co. and the Inland Navigation Co. have been relieved of all liability to costs by the decision of the Privy Council in the appeal of the suit brot by the Meaford Elevator Co. against the two companies for alleged damages to its elevator on account of the disturbance of the water when the Steamer Kinmount entered the river at Goderich and passed the Steamer Mount Stephen which had the elevator leg in its hatches.

Calgary, Alta.—The Alberta Farmers Elevator Co. will build 46 elevators this season as a result of the bill passed at the last session of the Alberta legislature. The act providing for the organization of a Farmers Elevator Co. and the building of farmers' elevators, prescribed that when the farmers of any locality desired an elevator they might form themselves into a local company; that when at least 20 of such companies had been formed they might apply to the provincial Government for assistance and if they had paid in 20% of the capital stock of their separate locals, the government would advance the balance of the money necessary to build elevators, the loan to be made at 5% and the money to be repaid in 20 years.

COLORADO.

Grover, Colo.—M. Brown will build an elevator.

IDAHO.

Fenn sta., Tharp p. o., Ida.—T. E. Wren of Grangeville, contemplates building an 8 bin elevator here.

Nez Perce, Ida.—The Wood & Wright Co. has succeeded the C. E. Wood Co. James G. Wright is mgr. of the new company.

ILLINOIS.

Disco, Ill.—Garrett & McCleary have succeeded A. C. Garrett.

Witt, Ill.—E. J. Chinn has resigned his position with the Witt Elevator Co.

Newman, Ill.—Bankert & Son have sold their elevator and it is closed at present.

Dupage, sta., Plainfield p. o., Ill.—F. Huke has bot an elevator at this station.

Dallas City, Ill.—The Dallas City Lbr. Co. has succeeded the Black & Loomis Co.

Ogden, Ill.—Ernest Varney has succeeded H. B. Cardiff as mgr. for Frank Supple.

Ocoya sta., Pontiac, p. o., Ill.—The Farmers Elevator Co. has painted its elevator.

Manito, Ill.—The Farmers Grain & Coal Co. has let contract for the rebuilding of its elevator.

Charlotte, Ill.—The Farmers Grain Co. has installed a 20-h.p. engine and a wagon scale.

Decatur, Ill.—Frank Powell has succeeded the Hight Grain Co. in the brokerage business.

Lawndale, Ill.—The elevator of Spellman & Co. has been closed on account of car shortage.

Donnellson, Ill.—The Donnellson Elevator Co. will install a car loader, dump and gas engine.

Springfield, Ill.—Ernest Conover has brot his family to this city and will make it his home.

Henning, Ill.—J. H. Lennox has succeeded C. C. White as mgr. of the Farmers Elevator Co.

Walker, Ill.—We are putting a galvanized iron roof on our corn crib.—R. B. Andrews & Co.

Green Valley, Ill.—The Farmers Grain Co. contemplates erecting another elevator at this station.

Joliet, Ill.—The capital stock of the Joliet Grain Co. has been increased from \$10,000 to \$15,000.

Colvin Park, Ill.—H. W. Witter has succeeded Chas. Cole as agt. for the Holcomb-Dutton Lbr. Co.

Camargo, Ill.—We will put a new smokestack on our engine room.—Revell & Howe, successors to Revell & Quick.

East Lynn, Ill.—The elevator of Merritt & Weirman is nearing completion and will be ready for grain in a few days.

Dorans, Ill.—The Farmers Grain Co. has brot suit against the Ill. Cent. R.R. alleging shortages in grain shipments.

Decatur, Ill.—F. P. Smith, of F. P. Smith & Co. was stricken with paralysis, Sept. 2, his whole left side being affected.

Auburn, Ill.—James H. Hart, formerly in the grain and stock business at this station, died Aug. 31, at Ainsworth, Kan.

Elliott, Ill.—The elevator of the Elliott Elevator Co. was recently slightly damaged by fire from a spark from a passing engine.

Hervey City, Outten p. o., Ill.—The elevator of the G. C. Outten Grain Co. was damaged by fire, Aug. 10, to the extent of \$750.

Lake Fork, Ill.—The elevator of the Mansfield-Ford Grain Co., containing 20,000 bus. of corn and 30,000 bus. of oats, burned Sept. 8.

Steward, Ill.—G. H. Canfield, mgr. for the Neola Elevator Co. at Hinckley has been transferred to the elevator of that company at this station.

Kewanee, Ill.—I quit my position as mgr. for the Rio Grain Co. at Rio, Ill., July 15, and am now located in this city.—Fred F. Current.

Decatur, Ill.—Chas. Cooper has succeeded C. T. Harney in the grain brokerage business. Mr. Harney will continue in the cash grain business.

Peoria, Ill.—The E. B. Conover Grain Co., of Springfield, has opened an office in the Herald Transcript Bldg. with Sim Fernandez in charge.

Lexington, Ill.—I expect to repaint my elevator. Am now busy winding up the affairs of the Lexington Grain Co., which I succeeded.—A. P. Schantz.

Melvin, Ill.—The elevator of Wm. Wheeler is being repaired and new machinery installed. The Burrell Engineering & Constr. Co. is doing the work.

Evans Siding, Lincoln p. o., Ill.—Contract has been let for an 18,000-bu. elevator by the Township Line Grain Co. and work has been started on the foundations.

Rooks Creek, Ill.—The Farmers Elevator Co. has put a cement floor in its basement, installed a car puller, repaired the driveway and built a new coal shed.

Macon, Ill.—We have converted one of our large oat bins into 6 individual bins and are covering our whole elevator with galvanized iron.—B. M. Goodwin, mgr. W. H. Sufferin Grain Co.

Ancona, Ill.—I have bot the interest of Mr. Clark in the firm of Miller and Clark and we will operate as Miller & Clayton. We expect to repair and paint our warehouse and office.—C. E. Clayton.

Plainfield, Ill.—Frank Rausch recently had his right foot caught in the machinery of the dump at the elevator of the Plainfield Grain Co. He is slowly improving and no permanent disabilities are anticipated.

Mason City, Ill.—J. E. McCreery, a brother of mine, will succeed me as mgr. for the Farmers Grain & Coal Co. I will take charge of the Farmers Commission Co. in St. Louis, Mo.—J. A. McCreery.

Paxton, Ill.—E. D. Risser of Kankakee has bot the elevator of R. Mayfield, known as the Westbrook Elevator, and is now in possession. The elevator will be improved and the machinery thoroly overhauled.

Harrisville, Ill.—C. A. Carlson has traded his elvtr. property for 320 acres in the Red River Valley but will lease the elvtr. and continue to operate it.

Decatur, Ill.—The Decatur Cereal Co. and Suffern, Hunt & Co. have filed notice of dissolution. The American Hominy Co. is reported to have taken over both plants.

De Kalb, Ill.—Western Wheat Growers Co. incorporated to buy and cultivate land, to deal in farm products, operate grain elvtrs., sell coal, etc.; capital stock \$65,000; incorporators A. B. Steuben, R. E. Beckett and H. A. Doebler.

Roby, Ill.—In the case of Geo. Ross who alleges a landlord's lien on grain sold by Wm. Utterback to the Roby Grain Co., the court issued a temporary injunction ordering the grain company to deposit \$443.77, the amount involved, with the court.

Arthur, Ill.—The firm of Davis & Davis is composed of C. E. Davis and A. F. Davis, J. A. Davis being entirely out of the grain business. We will have headquarters here and will operate at this station, Chesterville and Fairbanks sta., Arthur p. o.

Savannah, Ill.—The Neola Elvtr. Co. has let contract to the Burrell Engineering & Constr. Co. for a 150,000-bu. wooden storage addition to its elvtr., the bins being on a concrete slab foundation on piles driven down to solid rock. The tanks will be 90 by 30 ft. and 82 ft. high.

Caton Farm, Minooka p. o., Ill.—The office of the Plainfield Grain Co. at the elvtr. recently purchased from the defunct Truby Grain Co., has been completely remodeled. The driveway has been graded up and the company are now ready to do weighing for both elvtrs. at this office.

Pekin, Ill.—The Turner-Hudnut Co. has been made defendant in a suit brought by Elizabeth B. Mooberry to recover damages to the amount of \$1,000. The suit is based on the alleged sale of grain by John Catlin, a tenant on a farm belonging to the Mooberry estate, without the knowledge of the owners of the farm to whom he owed rent. The grain was sold to Sam Wagler who it is claimed was acting for the grain company. Suit has also been brought against him.

Cerro Gordo, Ill.—We recently installed a Richardson Automatic Scale and a gravity loader in Plant A, and are installing a Fairbanks-Morse Automatic Scale and arranging for a gravity load in Plant B. We believe that a gravity load is the best system of loading where the grain is properly cleaned beforehand. Our returns on grain are more satisfactory from the automatic scales. We have painted both elvtrs. and the other buildings of our plants.—F. S. Betz, mgr., Cerro Gordo Grain & Coal Co.

Urbana, Ill.—The following have recently been admitted to membership in the Illinois Grain Dealers' Ass'n: M. R. Meents & Sons, Ashkum with elvtrs. at Clifton, Cullom & Danforth; W. C. Frieling, Bonfield, with elvtr. at Frieling Switch; J. S. McClellan & Son, St. Louis, Mo.; Nanson Commission Co., St. Louis, Mo.; Wm. D. Orthwein Grain Co., St. Louis, Mo.; Powell & O'Rourke, St. Louis, Mo.; Cairo Mlg. Co., Cairo, Ill.; Cunningham & Son, Chas., Cairo, Ill.; Magee Grain Co., Cairo, Ill.; Samuel Hastings Co., Cairo, Ill. and Thistlewood & Co., Cairo, Ill.

Weston, Ill.—The 80,000-bu. elvtr. now under construction for Graves & Hurburg, to replace the house burned Oct. 20, 1912, consists of 4 circular tanks of wood construction, each tank having a capacity of 20,000 bus. The tanks are 36 ft. high and 31 ft. in diameter and will contain no subdivisions. They will be lined with 3 thicknesses of ½-in. hemlock lumber, each layer breaking joints, for 26 ft. and with 2 layers the rest of the way. The driveway between the tanks and the cupola will be 36x12x28 ft. high. The equipment includes a divided dump of 1,000 bus. capacity, a 10-in. loading spout and a 15-h.p. Fairbanks-Morse Kerosene Engine. The tanks will be covered with corrugated

iron, held in place by a nail with a leaden head which flattens out when pounded and covers up the nail hole, preventing all leaks. The Burrell Engineering & Constr. Co. is doing the work.

Cairo, Ill.—Representatives of the Illinois Grain Dealers Ass'n were entertained at Cairo Aug. 20, by the grain men of the Board of Trade. Those representing the Ass'n were Pres. Lee G. Metcalf, Illiopolis; Sec'y S. W. Strong, Urbana, and Treas. H. I. Baldwin, Decatur. Every member of the grain trade of Cairo and the up-state visitors participated in an automobile ride during the afternoon, during which the high water mark was examined, the wrecks of the flood last April were explored, the new levees now under construction were examined and then a ride was made thru Alexander County's vast corn fields. In the evening the visitors were entertained at a dinner in the Halliday Hotel, followed by a smoker where every one was asked his views in relation to the grain trade generally and particularly with regard to having the 1914 meeting of the Illinois Grain Dealers Ass'n in Cairo. Those who spoke were H. S. Antrim, A. E. Rust, Chas. Cunningham and H. R. Aisthorpe, who said that the Board of Trade was prepared to take care of 1,000 grain dealers in good shape. They stated that nowhere in the state could the visitors be entertained in so interesting and antique a manner. They talked of steamboat trips on the two rivers, an old-time Kentucky barbecue—crossing the Ohio River into the blue grass state, and many other features. The com'te were greatly pleased with their reception and the enthusiasm of the members of the grain department of the Cairo Board of Trade, all of whom are members of the Illinois Grain Dealers' Ass'n, save one. Coming home, the committee unanimously said that really it was not as far to Cairo as they had thought before going there.

CHICAGO NOTES

Geo. L. Bacon, formerly with Slaughter & Co., is with E. W. Bailey & Co.

The concrete work on the Michigan Central Elvtr. at Kensington was started Aug. 23. The Witherspoon-Englar Co. has the contract.

R. F. Morrow has severed his connection with the Morrow Com'n Co. and is now connected with L. Starks Co., dealers in hay, grain and potatoes.

CHICAGO CALLERS: S. W. Strong, sec'y Illinois Grain Dealers Ass'n, Urbana, Ill.; J. V. Shaughnessy, Marseilles, Ill.; A. E. Clutter, Los Angeles, Cal.

Joseph B. Morton, formerly with Bartlett-Frazier & Co., will engage in the corn and provision commission business and will operate as Jos. B. Morton & Co.

The elvtr. of the R. W. King Co., containing 20,000 bus. of corn, burned Sept. 5. Loss on building \$15,000 and the same amount on stock, fully covered by insurance. The elvtr. will be rebuilt.

J. Clifford Curry, formerly with the Edwards & Loomis Co., is now sec'y-treas. of the H. H. Hanks Co., who have just completed an elvtr. for the manufacture of alfalfa meal and poultry foods.

The report of the economy and efficiency com'te will be considered by the members of the Board of Trade, at a special meeting. The report will be printed and distributed to the members of the exchange.

The Armour Grain Co. has given the John S. Metcalfe Co. a contract to repair its "Minnesota Elevator," located on Goose Island. The contract calls for general overhauling and the installation of two hopper scales with spouting.

John A. Costello, former mgr. of the cash grain dept. of Sidney Long & Co., has opened a cash grain and commission office and will operate as John A. Costello & Co. Sidney Long & Co. have discontinued their cash grain dept.

Alexander Austin of the Chicago Grain & Salvage Co., a well known member of the grain trade, was found dead in his bed, Aug. 31, in his room in a hotel at Redkey, Ind., where he had been called on business. He was 68 years old. Apoplexy was given as the cause of his death.

The hearing of the case of the 18 civil service employees of the state grain inspection dept. before the civil service commissioners, has been postponed to Sept. 15 and all employees involved are suspended without pay, awaiting the result of the investigation.

The directors of the Board of Trade are considering an amendment to the rules of the Board, providing for the delivery of contract grain in cars on future contracts during the last 3 days of any delivery month, provided that the cars are within the Chicago switching or inspection district.

Clarence Buckingham, associated with John H. Wrenn & Co. from 1896 to 1910, died of heart disease, Aug. 28. Mr. Buckingham was formerly associated with J. & E. Buckingham in the grain warehousing business and later went into the brokerage business. His estate is valued at \$1,500,000 and is left to two sisters.

Inspected receipts of grain at Chicago during August included 11,223 cars of winter wheat, 262 of spring wheat, 3,179 of corn, 7,027 of oats, 238 of rye and 540 cars of barley; compared with 4,865 cars of winter wheat, 342 of spring wheat, 5,199 of corn, 8,122 of oats, 173 of rye and 451 cars of barley inspected during August, 1912.

The annual report of the state grain inspection dept., covering the fiscal year ending June 30, 1913, will be issued at an early date. Clyde M. Healy, chief clerk of the dept, is in charge of the work and is compiling a report which will be full of interesting statistics. The working capacity of every grain elvtr., both public and private, in the city will be one of the valuable features of the report.

Application for membership in the Board of Trade has been made by Edwin F. Tawney, H. G. Garneau, Louis Brooks, John E. Ross, James E. Miller, and Geo. McC. Lindsey. The membership of Geo. W. Wiggs and the estate of Geo. H. Sidwell have been posted for transfer and P. R. Duggan, H. L. Emmert and Wm. Nash have been admitted to membership. Memberships are quoted at \$2,150 net to buyer.

INDIANA.

Union Mills, Ind.—I am completing an 2,000-bu. elvtr. at this station.—Arden Hay.

Kendallville, Ind.—F. M. Smith has bot the elvtr. of H. C. Brown and will operate it.

Sheldon, Ind.—Farmers in this vicinity are organizing a farmers equity company to operate a grain elvtr.

Sullivan, Ind.—Capt. J. H. Welten, pres. of the Sullivan Mill & Elvtr. Co., died Aug. 20 at the age of 78.

Indianapolis, Ind.—I am now connected with the Files-Thompson Co. of this city.—W. J. Mercer, formerly at Spiceland.

Logansport, Ind.—Dennis Uhl, one of the largest grain buyers in the state and prop. of the Uhl Mlg. Co., died Aug. 17, at the age of 72.

Upland, Ind.—My coal house burned Aug. 3 with a loss of \$314 but heroic work prevented the fire from reaching my elvtr.—W. W. Pearson.

Red Key, Ind.—The elvtr. of the Jay Grain Co. and two cars of oats burned Aug. 29. Loss, \$10,000. Tramps are believed to have caused the fire.

Walkerton, Ind.—B. L. Holser & Co.'s 50,000-bu. elvtr. was struck by lightning Sept. 7 and burned. The elvtr. contained between 10,000 and 15,000 bus. of grain.

Fiat sta., Montpelier, p. o., Ind.—Wm. Boor of Lingrove and Fred King of Petroleum have bot the elvtr. of the Fiat Mill & Elvtr. Co., which was lately operated by John Harris.

Kokomo, Ind.—The Panhandle Elvtr. of C. M. Barlow burned Aug. 20; loss, \$15,000, partially covered by insurance. Mr. Barlow has been unfortunate, having lost his other elvtr. here by fire July 7.

North Grove, Ind.—The elvtr. of the Garrison Grain Co. at this station, containing several thousand bushels of grain, burned Aug. 23. Loss, \$15,000; insurance, \$11,500. The elvtr. will be rebuilt at once.

Indianapolis, Ind.—Sec'y Chas. B. Riley of the Indiana Grain Dealers Ass'n has succeeded John Nicholson as sec'y of the Indiana State Millers Ass'n., Mr. Nicholson having resigned. Mr. Riley is now sec'y of both organizations.

Evansville, Ind.—John P. Aiken, for many years a grain buyer for Igleheart Bros., took his own life Sept. 2, by swallowing a pint of carbolic acid. He was 68 years old and no definite reason can be assigned for his rash act.

Fort Wayne, Ind.—On Sept. 10, we moved our offices and headquarters to this city where we have bot a large concrete seed and wool storage. We will operate our outside stations and our track buying from the main office.—Kraus & Apfelbaum, formerly at Columbia City.

Winchester, Ind.—Construction has been started on the 75,000-bu. elvtr. of the Goodrich Bros. Hay and Grain Co., by the Burrell Engineering & Constr. Co. which has also resumed work on the seed warehouses for the same company, work having been suspended since the burning of the elvtr. May 13.

Fort Wayne, Ind.—Grain dealers of this vicinity will hold a meeting in the Commercial Club, Sept. 11, to effect a permanent organization of grain dealers. A banquet will precede the meeting. The new government corn grades will be discussed and all grain dealers interested are requested to be present.

Delphi, Ind.—The suit of Wm. Donlin and Thos. Ryan against the Wabash R. R. for \$15,000 damages, alleged to be due for the destruction of the elvtr. of Donlin & Ryan, Oct. 8, 1911, will be heard in the Tippecanoe County court. The elvtr. stood on the railroad right-of-way and was wrecked when an 18-car freight train was derailed by a broken switch and crashed into the elvtr.

Indianapolis, Ind.—The work of the new Public Utilities Commission is still somewhat in a chaotic condition, but it is rapidly assuming definite form, and it is expected that more attention will be given to grain warehouses in the near future. No doubt grain dealers who are storing grain in violation of the law will be reported to the commission in due time, to the end that storage will be made so expensive that none will care to bother with it.

IOWA.

Buckeye, Ia.—The Farmers Elvtr. Co. has built a new driveway.

Oto, Ia.—Farmers are talking of organizing an elvtr. company.

Ledyard, Ia.—The elvtr. of the St. John Grain Co. has been painted.

Owaso, Ia.—The elvtr. of the Farmers Elvtr. Co. has been painted.

Des Moines, Ia.—C. A. Tower has moved his offices to the Hubbell Bldg.

Minburn, Ia.—The Farmers Elvtr. Co. contemplates building an elvtr.

Dennison, Ia.—C. W. Payne has commenced work on his new elvtr.

Beaver, Ia.—G. G. Clausson, pres. of the Beaver Elvtr. Co., died recently.

Merrill, Ia.—J. H. Brehm has resigned as sec'y of the Farmers Elvtr. Co.

Pringhar, Ia.—Plans are being made by the Farmers Elvtr. Co. to enlarge its elvtr.

Bennett, Ia.—J. F. Duvall will be mgr. of the recently organized Farmers Elvtr. Co.

Fort Dodge, Ia.—The elvtr. of the Quaker Oats Co. has suspended operations for a time.

Iowa Falls, Ia.—J. B. Griffith has succeeded Harp & Roberts who are out of business.

Bedford, Ia.—A. A. Leet has leased a site on the C. B. & Q. R.R. and will build an elvtr.

Hawarden, Ia.—A. D. Ray is now mgr. and G. L. Vinard asst. mgr. of the Farmers Elvtr. Co.

Merrill, Ia.—Davey Hoffman is now sec'y of our company.—J. H. Luken, mgr. Farmers Elvtr. Co.

Rock Falls, Ia.—The elvtr. of Wm. Bryant & Sons Co. is being repaired and will be greatly improved.

Greene, Ia.—The Greene Grain Co. incorporated; capital stock, \$10,000; incorporator, W. H. Green.

Pilot Mound, Ia.—Wm. Forney of Jolley has succeeded H. W. Goodale as mgr. of the Farmers Elvtr. Co.

Lansing, Ia.—G. Kerndt & Bros. contemplates overhauling their elvtr. and installing a dust collector.

Livermore, Ia.—E. C. Allen has succeeded me as mgr. of the Royal Lbr. Co.—A. T. Montgomery, Hoppers.

Monteith, Ia.—Work has been started on the elvtr. of W. L. Reed and the house will be rushed to completion.

Correctionville, Ia.—We built an addition to our elvtr., increasing our capacity about 20,000 bus.—T. S. Cathcart Sons.

Redding, Ia.—The Farmers Seed & Grain Co. of Lamoni, has opened a station at this point with S. More in charge.

State Center, Ia.—Work is progressing rapidly on our elvtr. at this station.—Geo. E. Mead, agt., Quaker Oats Co.

Davenport, Ia.—The new plant of the Purity Oats Co. is nearly completed. Mr. Currier of the Keokuk plant will be mgr.

Shenandoah, Ia.—I. G. Holdridge, mgr. of the Grain Growers Elvtr. Co., has been seriously ill from an attack of gall stones.

Little Cedar, Ia.—The elvtr. of the Little Cedar Grain & Coal Co. was struck by lightning Aug. 17 and slightly damaged.

Grinnell, Ia.—F. L. Phipps, former mgr. of the Farmers Elvtr. Co. at Kellogg, is temporarily with the Farmers Elvtr. Co. here.

Orchard, Ia.—I have accepted a position with the Farmers Elvtr. & Supply Co. at this station.—R. N. Bagley, formerly at Dike.

Wellsburg, Ia.—We will build a 15,000 to 20,000-bu. warehouse in addition to our elvtr.—H. J. Frerichs, of Meyer and Frerichs.

Oskaloosa, Ia.—The C. O. Patton Grain Co. incorporated; capital stock, \$15,000; incorporators, C. O. Patton and C. N. Stout.

Milford, Ia.—K. S. Meyers has let contract to the Younglove Constr. Co. for a 25,000-bu. elvtr. to replace the one burned July 8.

Superior, Ia.—The 30,000-bu. elvtr. of the J. F. Dow Co., built to replace the old house, has been completed and is receiving grain.

Pomeroy, Ia.—O. C. Wickey, formerly mgr. of an elvtr. at Jolley, has succeeded F. O. Hocum as mgr. for the Farmers Elvtr. Co.

Bennett, Ia.—We have succeeded J. H. Strohbeen.—J. F. Duvall, mgr., Farmers Elvtr. Co. here and at Tipton, Dixon and New Liberty.

Orchard, Ia.—Having sold my elvtr. to the Farmers Supply Co., I will not engage in the grain business again at present.—H. G. Horgen.

Paullina, Ia.—The lean-to over the dump in the elvtr. of A. Williamson has been torn down and the elvtr. will be repaired and repainted.

Dike, Ia.—I have sold my elvtr. to John Frerichs, Jr., and am now interested in the firm of Meyer & Frerichs at Wellsburg.—H. J. Frerichs.

Wesley, Ia.—Repairs on the elvtr. of the Farmers Co-operative Society have been completed and the elvtr. now has a new driveway, scales, manlift and loading spout.

Rands sta., Rockwell City p. o., Ia.—The recently organized Farmers Elvtr. Co. has bot the elvtr. of the Neola Elvtr. Co. and is now in possession.

Sibley, Ia.—The mill and elvtr. of the Sibley Mill Co. burned Aug. 28 and is a total loss.—Harry Russell, Allendorf. Loss, \$20,000; little insurance.

Dennison, Ia.—The 40,000-bu. elvtr. of the Doud Mlg. Co. is nearing completion and will be ready for operation in a few days. G. H. Birchard had the contract.

Gillette Grove, Ia.—Wilbur Nichols is now second man at the elvtr. of the Farmers Elvtr. Co. The elvtr. has been overhauled and many improvements made.

Rutland, Ia.—The cupola of the elvtr. of Geo. DeGroot was struck by lightning Aug. 18 but only a few shingles were torn off and no serious damage resulted.

Rands sta., Rockwell City p. o., Ia.—Farmers Grain Co. incorporated; capital stock \$10,000; incorporators J. C. Peterson, J. H. Hildreth, Henry Cordon, J. A. Ingle and others.

Barnum, Ia.—Wm. Windland has succeeded Lester Rice, who recently resigned, as mgr. of the Farmers Elvtr. Co. The company recently bot the elvtr. of M. D. Gurnett, paying \$1,500.

Mason City, Ia.—Chauncey Roberts has resigned as mgr. of the Independent Grain & Lbr. Co. and has gone to Milwaukee, Wis., where he will be connected with the Chamber of Commerce.

Blairsburg, Ia.—We have lowered our driveway, put in new loading spout, dump and leg, opening for business Aug. 11. The Younglove Constr. Co. did the work.—J. E. Glaman, mgr. Farmers Elvtr. Co.

Urbana, Ia.—We have organized a stock company and expect to build a 15,000 to 20,000-bu. elvtr. this fall. Our capital stock is \$25,000 and we will operate as the Farmers Grain Co.—C. E. Heath, sec'y.

Odebolt, Ia.—The elvtr. of the Trans Mississippi Grain Co. and two large popcorn cribs of Reuber & Bruce, burned Aug. 27, together with an implement warehouse and a garage, the total loss amounting to \$50,000.

Burt, Ia.—The elvtrs. recently purchased by Seiler & McDonald at Plum Creek sta., Algona p. o., Fenton, Dollywood and Halfa, were formerly owned by the Western Elvtr. Co. which is succeeded by the new firm.—O. P. McDonald.

Bennett, Ia.—We have sold all our elvtrs. to J. H. Strohbeen of Walcott who is operating as the Farmers Elvtr. Co. at all the stations.—John Dammann & Co. The elvtrs. are located at Bennett, Dixon, New Liberty and Tipton.

Hoppers, Ia.—I am not in the grain business at present, am handling the lumber business of the Farmers Mutual Co-operative Co. at this station. We are building a 62x100-ft. lumber shed, 2 stories high.—A. T. Montgomery, formerly mgr. Royal Lbr. Co. at Livermore.

Mason City, Ia.—E. G. Dunn is now vice-pres. of the W. P. Anderson Co. of Chicago and the Iowa branch office of the firm will be moved from Charles City to this point. Mr. Dunn will take charge. A. J. Rowland, who was mgr. at Charles City, will be stationed at Boone.

Allendorf, Ia.—Harry Russell has traded his elvtr. for a farm and will retire from the grain business, after 37 years of service. He will move to Sibley. Callender Bros. & Kuntz of Ocheydan, have bot the elvtr. and F. Woodworth is mgr. They will operate under their own name.

Atlantic, Ia.—Wm. Nolan was playing with two other boys in the elvtr. of A. A. Mickel, operated by G. H. Bunton, Aug. 25, and climbed into a bin containing 1,500 bus. of wheat. An employe, not knowing the boys were there, opened the spout and started to load a car. The boy was sucked down with the grain; but fortunately his cries were heard, and the spout was shut off in time to save his life, altho only the top of his head was visible when the men started to dig him out.

Batavia, Ia.—The elvtr. of Koons & Walker, containing a large amount of grain and seed, burned at 3 a. m., Aug. 27; loss, \$90,000; partially covered by insurance. Most of the timothy and clover seed which was sacked was taken out, but the grain, machinery and elvtr. were totally destroyed.

Farragut, Ia.—Because owner H. G. Loonan was near at hand and succeeded in stopping the elvtr. machinery at once, Ross Lamb escaped a horrible death when his clothing was caught in a pulley Aug. 15, and torn from his body. He was somewhat bruised, but was otherwise uninjured.

Clifton, Ia.—The two new storage tanks of the Riverside Mlg. Co. will be 15 ft. in diameter and 35 ft. deep. They will be of steel construction with a capacity of 10,000 bus. each and will be set partly in the ground so that an underground conveyor belt can be used. The foundations will be of concrete.

Lennox, Ia.—The elvtr. of the S. E. Mainwright Grain Co. containing 5,000 bus. of grain, burned at 4 p. m., Aug. 26, the loss on the building amounting to \$8,500 and the insurance to \$7,500. The loss on the grain was placed at \$3,000 and was fully covered by insurance. The elvtr. will be rebuilt at once, the new house to be of concrete with a capacity of 20,000 bus.

Des Moines, Ia.—A feed warehouse of I. E. Sargent & Sons, containing 1,000 bus. of oats, 2,000 of wheat, 3 carloads of flour and 100 tons of hay, burned Aug. 21; insurance, \$1,500. The fire spread to the plant of the Consolidated Mlg. Co. adjoining, but was held in check and did comparatively little damage. A barn belonging to the Sargent company burned, 3 horses and 2 mules being lost.

KANSAS.

Kansas City, Kan.—Katy Grain Co. incorporated; capital stock, \$20,000.

Mahaska, Kan.—P. O. Murray of Agency has bot the elvtr. of F. W. Lowe.

Norton, Kan.—A 5-h.p. motor has been installed in the elvtr. of J. E. Palmer & Son.

Long Island, Kan.—H. Q. Banta has leased the elvtr. of F. C. Kellogg.—Geo. H. Nash, mgr.

Wichita, Kan.—The W. L. Scott & Sons Grain Co. has moved its offices to the Sedgwick bldg.

Odell, Kan.—W. O. Schoenbeck on Sept. 1 succeeded L. A. King as mgr. of the Farmers Elvtr. Co.

Independence, Kan.—The plant of the Bowen Mlg. Co., which burned recently, will not be rebuilt.

Russell, Kan.—I am out of the grain business and will move to Montana.—Paul D. Miller. Mr. Miller's elvtr. burned May 22, 1913.

Sterling, Kan.—The Kansas Grain Co. will build a 20,000-bu. elvtr. on the site of the old house which is now being wrecked.

Moray, Kan.—The John H. Lynds Mill & Elvtr. Co. of White Cloud, is building a 10,000-bu. elvtr. at this station. G. H. Birchard has the contract.

Russell, Kan.—The Russell Mlg. Co. has completed the concrete tank addition to its plant and is now receiving grain in the new storage which has a capacity of 12,500 bus.

Silica, Kan.—The Kansas Grain Co. tore down one of its elvtrs. years ago and the Wolf Milling Co. is at the Kansas company's old stand.—T. C. Anderson, mgr. Ellinwood Grain & L. S. Co.

Wellington, Kan.—J. D. Frisbee, formerly with the Yukon Mill & Elvtr. Co., is now connected with the Aetna Mill & Elvtr. Co. at this station.

Garden City, Kan.—Otto Weiss, of the Otto Weiss Alfalfa Stock Food Co., will probably not build his proposed alfalfa mill at this station until next year as the railroad is having trouble in building a spur to the proposed site.

Larned, Kan.—Alvin Garrison, mgr. of the Union Grain Co., who mysteriously disappeared May 31, has been heard from in California. His accounts were in good shape when he disappeared and it is thought that he was mentally deranged when he went away.

Wichita, Kan.—Officers of the Kansas State Grain Dept. have made overtures to the directors of the Board of Trade for the abandonment of the local board of trade inspection bureau, proposing to correct the parts of the state inspection laws opposed by the grain men.

Denton, Kan.—The grain and coal business of G. W. Helm was taken over July 10, by J. E. Winterscheidt of Horton and L. A. King, mgr. of the Farmers Elvtr. Co., Odell, and is now operated under the name of Winterscheidt & King. Mr. King moved to Denton and assumed the management Sept. 1.

Victoria, Kan.—A. Schumaker & Sons have let contract to the P. H. Pelkey Constr. Co. for an elvtr., warehouse, concrete engine room and office. The building will be iron clad and equipment will include Fairbanks 12-h.p. Gas Engine, 1,600-bu. Richardson Automatic Scale, Howe Wagon Scale, Eureka Cleaner and Safety Manlift.

Topeka, Kan.—Only 13 counties in the state have notified the public utilities commission that farmers within their boundaries will avail themselves of the offer of the railroads to haul seed wheat free of charge. Twenty out of 35 counties which replied to the commission state that there is plenty of seed wheat at home. About 2,000 farmers will accept the free offer.

Receipts of grain at Wichita during August included 1,750,400 bus. of wheat, 65,000 of corn, 235,500 of oats and 7,000 bus. of kafir corn; compared with 2,160,000 bus. of wheat, 35,000 of corn, 36,000 of oats and no kafir corn received during August, 1912. Shipments for the month included 992,400 bus. of wheat, 14,000 of corn, 178,600 of oats, and 3,000 bus. of kafir corn; compared with 1,210,000 bus. of wheat, 22,000 of corn, 27,000 of oats and no kafir corn shipped during August, 1912.—Jas. H. Sherman, sec'y Board of Trade.

KENTUCKY.

Louisville, Ky.—A drier has been installed in the plant of Callahan & Sons.

Louisville, Ky.—E. G. Duckwall & Co. will install a cleaner and a dust collecting system in their elvtr.

Louisville, Ky.—Miss Amy Brandeis, daughter of Alfred Brandeis, was married recently to Wm. H. McCreary.

Owensboro, Ky.—Mark Mayhew has organized a grain and milling company with a capital stock of \$10,000 and will operate as the Mayhew Mlg. Co.

La Center, Ky.—We have just completed our corn dump and warehouse and are better prepared than ever before to take care of our customers. We expect to handle a good deal of ear corn this season.—Percy A. Jones Co.

LOUISIANA.

Lake Charles, La.—The Lake Charles Grain Co. will build an elvtr. and feed mill at the junction of the Sou. Pac., Kansas City Sou. and Iron Mountain railroads.

NEW ORLEANS LETTER.

New Orleans, La.—The first new oats to reach this market arrived Aug. 19 from Illinois, consigned to John T. Gibbons and graded No. 2 white.

Receipts of grain at New Orleans during July included 3,234,000 bus. of wheat, 179,000 bus. of corn, 25,400 bus. of oats, against 4,000 bus. of wheat, 132,000 bus. of corn, 150,000 bus. of oats received during July, 1912. Shipments for the month included 1,407,000 bus. of wheat, 208,000 bus. of corn, 6,000 bus. of oats, against 2,182 bus. of wheat, 248,850 bus. of corn, 6,297 bus. of oats shipped during July, 1912.—H. S. Herring, Sec'y New Orleans Board of Trade.

New Orleans, La.—The following members of the grain trade of this city will form the entertainment committee for the annual meeting of the Grain Dealers National Ass'n here, Oct. 14, 15 and 16: C. B. Fox, A. F. Leonhardt, E. Nathan, R. C. Jordan and W. L. Richeson.

Exports of grain from New Orleans during August include 3,966,984 bus. of wheat, 164,462 of corn and 1,308 of oats; compared with 192,000 bus. of wheat, 202,808 of corn and 12,421 bus. of oats. The gain in wheat exports is 3,774,984 bus. The exports for the crop year ending Aug. 31, 1913, include 19,588,153 bus. of wheat, 4,417,187 of corn and 389,620 bus. of oats; compared with 733,570 bus. of wheat, 4,139,956 of corn and 57,177 bus. of oats exported during the crop year of 1911-12. The total increase in the grain exports being 18,854,582 bus. of wheat, 277,230 of corn and 332,443 bus. of oats. Sept. 1, there were 132,000 bus. of wheat and no corn or oats on board ship not cleared.—W. L. Richeson, chief grain inspector Board of Trade. There has been a big increase in the exports of wheat at both Galveston and New Orleans in the last year and both ports are becoming more and more important to the grain trade.

MARYLAND.

Receipts of grain at Baltimore during August included 4,712,632 bus. of wheat, 210,036 of corn, 576,262 of oats, 3,000 of barley and 112,431 bus. of rye compared with 1,588,802 bus. of wheat, 183,180 of corn, 468,017 of oats, no barley and 9,307 bus. of rye received during August, 1912. Shipments for the month included 4,672,546 bus. of wheat, 10,120 of corn, no oats, no barley and 85,761 bus. of rye; compared with 1,100,567 bus. of wheat, 59,652 of corn, 30,560 of oats, no barley nor rye shipped during August, 1912.—James B. Hessong, sec'y Chamber of Commerce.

Baltimore, Md.—Robert McCarter, in the grain and feed business at Reisters-town, Md., has brot suit against the Chamber of Commerce, alleging that his business has been destroyed by that body and asking damages. He claims that none of the members of the exchange were allowed to deal with him, following the alleged posting of his name on the floor last February, because he is said to have owed a balance of \$80 to a customer who was a member of the Chamber. Mr. McCarter is not a member of the exchange and contends that it has no right to post the names of non-members, altho the by-laws of the ass'n provided for the "disciplining of non-members upon charges of members of the Chamber."

MICHIGAN.

Hartford, Mich.—The elvtr. of Edward Finley has been painted.

Orleans, Mich.—The elvtr. at this station has been leased by Post Bros.

Marshall, Mich.—The Marshall Elvtr. Co. incorporated; capital stock of \$10,000.

Mesick, Mich.—The erection of a grist mill and elvtr. is being agitated at this station.

Onsted, Mich.—C. A. Des Ermia has bot an interest in the elvtr. of Onsted & Kerr Co.

Ithaca, Mich.—I have succeeded W. E. Greene as mgr. for the Ithaca Gleaner Farmers Elvtr. Co.—C. W. Miller.

Detroit, Mich.—We have 16 new members since the Flint convention.—M. G. Kwer, sec'y Michigan Hay & Grain Dealers Ass'n.

Detroit, Mich.—The recently inaugurated inspection dept. of the Board of Trade will charge 50c per car for car door inspection and 25c additional for reinspection when unloading.

Linwood, Mich.—E. E. Thorne is now mgr. of the Linwood Elvtr. Co. Mr. Thorne is well known to the grain trade and owns a bean elvtr. at this station which he will continue to operate under a local mgr.

Flint, Mich.—At a recent meeting ship-
pers of Genesee county discussed the plan
of buying hay in the bale and on grade
and actual weight, in accordance with a
resolution adopted at the recent Flint
convention.

Charlotte, Mich.—The L. H. Shepherd
Grain Co. has brot suit against W. T.
Hulscher, an inspector of the state dairy
and food dept., for \$5,000 damages, alleg-
ing that the inspector reported the flour
packages of the company were short
weight.

Detroit, Mich.—I have arranged with
the American Freight Traffic Bureau of this
city and Milwaukee to give members of
our ass'n the advantages of this system on
a commission basis. The bureau will secure
cars of proper dimensions for shipments,
trace lost and delayed shipments, adjust
loss and damage claims, examine freight
bills for overcharge, etc. The office of
our ass'n has been moved to the Chamber
of Commerce Bldg.—M. G. Ewer, sec'y
Michigan Hay & Grain Dealers Ass'n.

Receipts of grain at Detroit during Au-
gust included 260,000 bus. of wheat, 89,100
of corn, 554,500 of oats, 8,000 of barley and
89,000 bus. of rye; compared with 23,000
bus. of wheat, 158,900 of corn, 380,000 of
oats, no barley nor rye received during
August, 1912. Shipments for the month
included 93,900 bus. of wheat, 7,200 of corn,
28,500 of oats, no barley and 63,100 bus.
of rye; compared with 11,209 bus. of wheat,
83,190 of corn, 88,410 of oats, no barley and
16,260 bus. of rye shipped during August,
1912.—M. S. Donovan, sec'y Board of Trade.

Grand Rapids, Mich.—The program for
the 21st annual meeting of the Michigan
Bean Jobbers Ass'n, held in this city Sept.
10 and 11, includes the following addresses:
"State Accident Fund," John T. Winship,
Commissioner of Insurance; "Prevailing
Bean Disease in Michigan," Prof. V. M.
Shoosmith, Michigan Agricultural College;
"Credits," Lee M. Hutchins, Grand Rap-
ids, and "Cost Per Bushel Handling
Beans," A. L. Chamberlain, Sandusky.
Among the reports of officers, etc., will be
those of the arbitration com'ite and the
special transit com'ite. A banquet and en-
tertainment will be tendered the delegates
at 6:30 p. m., Sept. 10.

MINNESOTA.

Vesta, Minn.—D. J. McConnell is build-
ing an elvtr.

Nashua, Minn.—John Cohen is now mgr.
of the Farmers Elvtr. Co.

Lakefield, Minn.—J. Donaldson is now
with the Lakefield Farmers Elvtr. Co.

Campbell, Minn.—Ed Erickson is now
mgr. for the Farmers Elvtr. Co.

Henning, Minn.—The Farmers Elvtr. Co.
has installed a new dump scale.

Henderson, Minn.—The Skewis Grain
Co. has bot the elvtr. of C. S. Harris.

Ironton, Minn.—D. P. Cashen has en-
gaged in the grain business at this sta-
tion.

Millville, Minn.—The R. E. Jones Co. of
Wabasha, has bot the elvtr. of Chas.
Schleicher.

Atwater, Minn.—Knute Brown has suc-
ceeded W. Johnson as mgr. of the Farmers
Elvtr. Co.

St. Peter, Minn.—Farmers in this vicin-
ity will organize to build an elvtr.

Rushmore, Minn.—The Farmers Grain &
Supply Co. has bot the elvtr. of Christen-
son & St. John.

Blue Earth, Minn.—Work will be start-
ed at an early date on the elvtr. of the
Farmers Elvtr. Co.

Carlisle, Minn.—Chris Ebjen is row
mgr. of the Farmers Elvtr. Co., the elvtr.
having been reopened.

Wheatville, sta., Ada p. o., Minn.—I am
now agt. for the National Elvtr. Co. at
this station.—A. R. Uecker.

Mabel, Minn.—E. N. Haines, formerly
a partner in the Mabel Elvtr. Co., is out
of the grain business.

Pennock, Minn.—The elvtr. of the New
London Mfg. Co. has been opened with
Norman Greenfield as buyer.

Renville, Minn.—J. J. Moughan has
leased the elvtr. of the Hoffman-Holton
Co. and is now in possession.

Wylie, Minn.—An automatic scale and
manlift have been installed in the elvtr.
of the Farmers Elvtr. & Merc. Co.

Cannon Falls, Minn.—Repairs have been
completed on the elvtr. of Farmers Elvtr.
Co. and it is again in operation.

Alberta, Minn.—G. H. Stewart, owner of
the Stewart Elvtr., was married recently
to Miss Frances Rosche of Salem, Ore.

Wilmont, Minn.—We have installed a
Fairbanks Automatic Scale.—M. J. Kre-
mer, mgr Wilmont Farmers Elvtr. Co.

Triumph, Minn.—Chas. Rofforth has suc-
ceeded Wm. Koch as mgr. of the elvtr.
of the Western Elvtr. Co. at this station.

Morris, Minn.—Jas. Wilhelm of Ashton,
S. D., has bot an interest in the elvtr. of
H. O. Eames and will manage the busi-
ness.

Duluth, Minn.—Walter Totman has been
admitted to membership in the Board of
Trade and will represent the Barnum
Grain Co. on the floor.

Westport, Minn.—The dump scale in our
elvtr. has been overhauled and other re-
pairs made in the house.—O. E. Krueger,
agt Monarch Elvtr. Co.

Ostrander, Minn.—James McGraff, form-
erly with the Farmers Elvtr. & Merc. Co.
of Rushford, is now mgr. of the Farmers
Elvtr. Co. at this station.

Traverse, Minn.—Officers of the recently
organized Farmers Elvtr. Co. are C. H.
Hanson, pres.; Wm. Schmidt, vice-pres.,
and Jos. S. Nelson, sec'y-treas.

Montevideo, Minn.—The elvtr. of the
Farmers & Merchants Elvtr. Co. was re-
cently damaged by fire to the extent of
\$750.

Kiester, Minn.—Wm. Koch, former mgr.
for the Western Elvtr. Co. at Triumph,
has been transferred to the elvtr. at this
station.

New Ulm, Minn.—W. J. Diepolder has
succeeded H. H. Thiede as mgr. of the
Farmers Elvtr. Co. and Paul Wandersee
is ass't mgr.

Dunnell, Minn.—E. G. Mathwig has suc-
ceeded John Stenstrom as mgr. for the
Great Western Grain Co.—E. A. Cooper,
agt. Greig & Zeeman.

Dalton, Minn.—We have closed the elvtr.
recently acquired by us at this station,
for the season.—Randall, Gee & Mitchell
Co., Minneapolis, Minn.

Watkins, Minn.—Farmers of this vicinity
are interested in the organization of an
elvtr. company. Magnus Johnson of King-
ston is one of those interested.

Alberta, Minn.—The Long Elvtr. Co. has
bot the elvtr. of the Duluth Elvtr. Co.
Jacob Ganzal is mgr.—B. L. Holderman,
former mgr., Duluth Elvtr. Co., now at
Heaton.

Elbow Lake, Minn.—I am in charge of
the elvtr. of the Atlantic Elvtr. Co. The
Farmers Elvtr. Co. has put in a new
driveway and overhauled its elvtr.—C. S.
Jackson.

Lamberton, Minn.—The elvtr. recently
purchased by John Spaulding from the
Lamberton Mfg. Co. will be operated under
the name of A. Spaulding.—Thos. Mas-
terson.

Mahnomen, Minn.—J. J. Vorachek of
Thief River Falls, J. M. Sluke of Ford-
ville, N. D., and A. L. Thompson of this
city have organized the Mahnomen Elvtr.
Co. and bot the elvtr. of the Osborne-
McMillan Elvtr. Co.

Porter, Minn.—The Porter Farmers
Grain & Supply Co. incorporated; capital
stock \$10,000; incorporators J. B. Jacob-
son, Paul Gunderson, Lars E. Ellison, and
others.

Madelia, Minn.—The elvtr. of John Bis-
bee burned Sept. 3; loss \$10,000; no in-
surance. The fire is believed to have
started from a spark from a locomotive
engine.

Wendell, Minn.—C. P. Wangsness, mgr.
of the Farmers Elvtr. & Supply Co. re-
signed Aug. 1 and will represent H. L.
Hankinson & Co. of Minneapolis in Min-
nesota and the Dakotas. He has been
succeeded as mgr. by I. O. Kassa.

St. Paul, Minn.—Governor A. O. Eber-
hart has issued a proclamation, setting
aside the week of Sept. 15 to 20, as Seed
Corn Week, for the selection of seed corn
for next year's crop.

Lynds, Minn.—The elvtr. of the E. S.
Moore Elvtr. Co. was struck by light-
ning Aug. 16 and slightly damaged. Re-
pairs are now being made and the house
will be re-painted.

Fairfax, Minn.—The Farmers Elvtr. Co.
has installed a Richardson Automatic
Scale of 2,000 bus. per hour capacity, a
Fairbanks-Morse Wagon Scale and a
15-h.p. Otto Gas Engine.

Argyle, Minn.—H. L. Veith & Son, of
Norwalk, Wis., have bot the elvtr. of the
Minneapolis & Northern Elvtr. Co. recent-
ly leased by Harry Keye & Co. and will
make extensive repairs.

Duluth, Minn.—Officers of the McKind-
ley Grain Co., which has succeeded Me-
Kinley & Nicholls, are J. N. McKindley,
pres. and treas.; E. K. Stratton, vice-pres.
and J. A. Schumacher, sec'y.

Luverne, Minn.—C. E. Dugan, mgr. of
the Farmers Co-operative Elvtr. Co., died
Aug. 22 from the effects of a fall from an
automobile, a few weeks ago. James Mc-
Graff is now mgr. of the elvtr. company.

Duluth, Minn.—E. J. Wenzel, for 5
years local mgr. of the Atwood-Stone Co.,
has severed his connection with the firm
and is now in business for himself with
offices in the Board of Trade Bldg.

Georgetown, Minn.—I have resigned as
mgr. of the Farmers Elvtr. Co. and have
leased the elvtr. of the North Dakota
Elvtr. Co. at Stirum, N. D.—V. Tornquist.
Geo. S. Nelson has succeeded Mr. Torn-
quist.

Oslo, Minn.—The elvtr. of the Red River
Transportation Co. of Duluth, formerly
operated by Howard & Bashaw, has been
leased by the Spaulding Elvtr. Co. of War-
ren.—O. P. Bjorklund, agt. Atlantic Elvtr.
Co.

Worthington, Minn.—We will move our
general offices to this city in November
or December, or as soon as our new plant
is completed. We are building a large
four house and feed mill.—St. John Grain
Co., Heron Lake.

Duluth, Minn.—Woodward & Co. of
Minneapolis have incorporated as Wood-
ward & Co. Inc., to conduct a Duluth of-
fice; capital stock, \$25,000; incorporators,
M. H. and E. M. Woodward and Geo. S.
Wilson, Minneapolis, and E. A. Woodward,
Winnipeg, Man., and H. S. Woodward,
Hobson, Mont.

Carver, Minn.—Arthur E. Clark, deputy
state fire marshal, who has been inspect-
ing the elvtrs. at this station, was killed
Aug. 29 while walking down the R.R.
tracks from one elvtr. to another. He did
not hear the train and was run down be-
fore it could be stopped.

MINNEAPOLIS LETTER.

Bertram Jones, an engineer in the elvtr.
of the Minneapolis Malt & Grain Co., was
instantly killed recently when his cloth-
ing was caught in the line shaft and his
body whirled around with the swiftly re-
volving machinery.

The Twin Cities Trading Co. of this city,
has been incorporated in Illinois with a
capital stock of \$250,000. Officers of the
company are Albert Dickinson, pres.; Chas.
Dickinson, vice-pres., and Chas. S. Fel-
lows, ass't sec'y.

C. A. Malmquist, for the last 10 years
with E. L. Welch & Co., has opened a
grain commission office for himself and
will operate as C. A. Malmquist & Co.
Earl De Mersseman will be traveling rep-
resentative for the new company.

Work has been started on the 5 additional storage tanks of the Electric Steel Elvtr. Co. The new tanks will have a capacity of 125,000 bus. each and will give the company a total capacity of 3,500,000 bus. The work will cost \$50,000 and is to be completed by Jan. 1.

The following have been admitted to membership in the Chamber of Commerce during the month of August: Elmer J. Hendry, Jesse B. Becher, Chas. B. Rogers, Fred J. Midwood, Wm. Hunter, James J. Kennedy and Wm. A. Johnston.—John G. McHugh, sec'y.

Recently compiled figures for the crop year of the Chamber of Commerce, show that all records for the receipts of grain at this market have been broken, more than 208,611,350 bus. being received; compared with 144,430,720 bus. received in the same period of 1911-12.

Geo. W. Griggs, member of the Chamber of Commerce and connected with Jameson, Hevener & Co., of St. Paul, committed suicide Aug. 13 by jumping from the high bridge over the Mississippi river. Mr. Griggs has been in poor health for some time and it is thought that caused him to take his life. His estate valued at \$85,000 goes to his brother, who is his sole heir.

Receipts of grain at Minneapolis during August included 6,778,160 bus. of wheat, 407,830 of corn, 3,406,470 of oats, 2,129,920 of barley and 693,200 bus. of rye; compared with 8,761,050 bus. of wheat, 345,030 of corn, 1,373,830 of oats, 2,001,340 of barley and 842,510 bus. of rye received during August, 1912. Shipments for the month included 2,599,410 bus. of wheat, 182,560 of corn, 487,620 of oats, 1,572,100 of barley and 254,840 bus. of rye; compared with 1,992,730 bus. of wheat, 188,160 of corn, 827,680 of oats, 1,161,200 of barley and 260,680 bus. of rye shipped during August, 1912.—John G. McHugh, sec'y Chamber of Commerce.

Grain commission men of this city are in trouble over the elimination of the word "setup" from the rules of grading and the method of grading the grain according to the quality of the bulk of the grain contained in a carload, which also intended to aid the producer and shipper has reacted against them severely, because at present the mills refuse to buy wheat to arrive unless the seller will guarantee the carload to be "satisfactory" to them. Of course, this gives the mill buyer the advantage and commission men cannot see their way clear to trade on this basis. By grading the grain according to the poorest quality it contained the inspection dept. has for years sought to discourage the shipping of "setup" cars. It is alleged that politics as played by the state board of grain appeals are making the trouble and that the "to-arrive" wheat market has been wrecked.

The following Chamber of Commerce memberships have been transferred: From G. R. Martin to W. F. Hyde, R. W. Scroggins to H. W. Miller, H. W. Miller to B. L. Simmons, John Washburn to C. G. Williams, H. S. Newell to William A. Johnston, H. J. Dittenbaugh to James J. Kennedy, W. L. Beaton to William Hunter, A. H. Poehler to Fred J. Milwood, F. O. Yeats to Charles B. Rogers, A. S. Brooks to Chas. W. Grafft, A. G. Tanton to H. E. Stanchfield, C. T. Stevenson to Geo. J. Reed and F. C. Boynton to W. D. Gregory. The following request for transfer of membership has been posted: From W. F. Hyde to W. E. Mereness. The Minneapolis Barley Co. has been granted firm privileges on the membership of O. F. Olson. Traveling representative licenses have been granted to H. P. Rasmussen to represent G. E. Gee Grain Co., H. R. Hasvold to represent Quinn-Shepherdson Co., LeRoy W. Sanford and S. L. Gaskill to represent Central Grain & Commission Co., George H. Cabot to represent Haven Grain Co., Chas. A. Freer to represent Turle & Co., S. Steenson to represent A. O. Cornwell, Bert Demersseman to represent Skewis Grain Co., H. O. Eames to represent F. M. Davies & Co., W. B. Grobe to represent Occident Elevator Co., Milton Culbertson and Judd

Williams to represent Banner Grain Co., Geo. W. Hendrie to represent Quinn-Shepherdson Co. In accordance with the provisions of Rule XII the membership of A. F. Daggett was sold and transferred to A. E. Martin, Sept. 2, 1913.

MISSOURI

Deepwater, Mo.—G. W. Johnson of Cabool, will build a mill and elvtr. at this station.

Corder, Mo.—I have re-entered the grain business at this point, succeeding A. J. Frerking.—R. C. Frerking.

Arbela, Mo.—The elvtr. of A. J. Robinson was recently threatened by fire. The damage was slight, however.

Springfield, Mo.—The Eisenmayer Milling Co. is building an elvtr. for additional storage, of 125,000 bus. capacity, which will give it a total storage capacity of 300,000 bus.

Webb City, Mo.—The Ball & Gunning Mig. Co. has nearly completed the reinforced concrete grain tank addition to its plant. The eight tanks are 16 ft. in diameter and 62 ft. high and have a capacity of 10,000 bus. each and cost \$20,000. A deep well has also been drilled and the plant has its own water.

KANSAS CITY LETTER.

W. B. Stowers and T. J. Brosnahan have been admitted to membership in the Board of Trade on transfers from E. S. Jones and C. H. Bacon.—E. D. Bigelow, sec'y Board of Trade.

Receipts of grain at Kansas City during August included 7,045,200 bus. of wheat, 1,486,250 of corn, 1,827,500 of oats, 57,400 of barley and 84,700 bus. of rye; compared with 10,437,600 bus. of wheat, 895,000 of corn, 844,900 of oats, 4,200 of barley and 9,900 bus. of rye received during August, 1912. Shipments for the month included 1,760,400 bus. of wheat, 807,500 of corn, 827,900 of oats, no barley and 56,100 bus. of rye; compared with 6,054,000 bus. of wheat, 556,250 of corn, 457,300 of oats, no barley and 4,400 bus. of rye shipped during August, 1912.—E. D. Bigelow, sec'y Board of Trade.

ST. LOUIS LETTER.

Fred L. Wallace has applied for membership in the Merchants Exchange.

Samuel C. Shaw, whose membership in the Merchants' Exchange was recently canceled for the alleged circulating of literature defamatory to the exchange, will ask to be re-instated on the grounds that the board of directors exceeded its authority in expelling him.

Receipts of grain at St. Louis during August included 4,353,633 bus. of wheat, 1,520,050 of corn, 2,979,300 of oats, 35,320 of barley and 113,740 bus. of rye; compared with 8,288,393 bus. of wheat, 1,334,935 of corn, 2,783,125 of oats, 44,800 of barley and 48,535 bus. of rye received during August, 1912. Shipments for the month included 2,350,440 bus. of wheat, 556,870 of corn, 1,542,355 of oats, 8,160 of barley and 87,840 bus. of rye; compared with 4,689,610 bus. of wheat, 617,290 of corn, 1,601,800 of oats, 8,160 of barley and 87,840 bus. of rye shipped during August, 1912.—Eugene Smith, sec'y Merchants Exchange.

J. A. McCreery, former mgr. of the Farmers Grain & Coal Co. of Mason City, Ill., will be in charge of the recently incorporated Farmers Commission Co. of this city. The new company has been incorporated to do a general commission business in grain, hay and seeds with a capital stock of \$20,000. Officers are, J. A. McCreery, pres.; Thos. R. Cain, vice-pres., and Edw. E. Felkel, sec'y-treas. The directors include the pres. and sec'y and Fred C. Wallbaum, Ashland, Ill.; Henry M. Green, Monroe City, Mo.; Sam C. Shaw, Tallula, Ill.; E. C. King, Keokuk, Ia., and R. W. Boisselier, St. Louis, Mo. The new company has taken over the business of the Missouri Commission Co., of which Mr. Felkel was pres.

MONTANA.

Sweetgrass, Mont.—Theo. Halverson is building a 30,000-bu. elvtr.

Strater sta., Malta p. o., Mont.—L. H. Uglund will build a 40,000-bu. elvtr.

Plentywood, Mont.—The Farmers Elvtr. Co. will commence work on the elvtr. at an early date.

Carter, Mont.—The Rocky Mountain Elvtr. Co. has let contract for an elvtr. at this station.

Malta, Mont.—The Imperial Elvtr. Co. has secured a site from the Gt. Nor. Ry. Co. and will start work on an elvtr.

Kalispell, Mont.—The Farmers Flour Mills Co., owned by Bjorneby Bros., has built a 30,000-bu. elvtr.—T. C. Hand.

Melstone, Mont.—The Musselshell Valley Grain Co. has been organized and is building an elvtr. here. Ray Thurston of Glendive will be mgr.

Yates, Mont.—Farmers Elvtr. Co. incorporated; capital stock \$10,000; incorporators C. H. Moulton of Beach and L. J. Alguire and others.

Choteau, Mont.—The Farmers Co-operative Elvtr. Co. has completed its arrangements for the erection of elvtrs. at Livingston, Paris, Bynum and this station.

Chester, Mont.—I have resigned my position with the St. Anthony & Dakota Elvtr. Co. at Wilton City, N. D., and will be the mgr. of the elvtr. they are now building here. We expect to have the elvtr. finished by Sept. 15.—W. J. McDougall.

Sidney, Mont.—Officers of our company are W. A. Hardy, pres.; Marius Anderson, vice-pres., and myself, sec'y-treas. The Russell-Miller Co. is building a 350-bbl. flour mill and a 50,000-bu. elvtr. here.—Carl L. Brattin, sec'y-treas., Farmers Merc. Elvtr. Co.

Helena, Mont.—At the recent annual meeting of the Montana Grain Dealers Ass'n in this city, the main question discussed was the grain inspection law and its effects on the grain dealer. Considerable opposition to the law was shown and a formal protest against it may be made. The grain men allege that the law imposes a double tax in the form of a fee for inspection when the additional cost gains nothing either to the grower or the buyer in the state. According to Sec'y Paul R. Trigg, when the grain inspection law was enacted by the legislature there was about \$5,000 appropriated for paying the expenses of the department, and as this would not be sufficient, in order to raise the needed fund the dep't decided to impose a fee of \$1 for each car of grain inspected, making it possible to meet the deficiency and carry out the law as to the inspection. The grain men point out that the inspection for grain that goes out of the state ought to rest on the states to which it goes and that states to which the shipments are made do keep persons who inspect the grain and make charges therefor and to charge a dollar for inspection at the point of shipment puts a burden on the buyer and gets the grower no benefit in return. The election of officers resulted as follows: J. W. Sherwood, Great Falls, pres.; D. R. Fisher, Belgrade, vice-pres.; Paul R. Trigg, Lewistown, sec'y, and L. F. Miller, Billings, treas. The time and place of the next annual meeting will be decided by the pres. of the ass'n.

NEBRASKA.

Curtis, Neb.—The Farmers Elvtr. Co. has bot the Curtis Elvtr.

Wann, Neb.—I sold out to Railsback Bros. of Ashland.—S. S. Sanders.

Woodcliffe, Neb.—A farmers elvtr. company is being organized at this station.

Wymore, Neb.—The Farmers Grain & Lbr. Co. has installed an electric motor.

Beaver City, Neb.—The elvtr. of the Farmers Business Ass'n is now open.—S. J. Franklin, mgr.

Vesta, Neb.—Our elvtr. will be overhauled this fall.—J. H. Lalicker, agt. Duff Grain Co.

Farwell, Neb.—John Hofseth has succeeded Peter Krogh as mgr. of the Farmers Grain & Supply Co.

Fairfield, Neb.—The elvtr. of the Hynes Grain Co. has been opened.—O. L. Campbell, agt. E. Stockham.

Ravenna, Neb.—The recent reports that the elvtr. of the Ravenna Mills Co. was damaged by fire are untrue.

Bloomfield, Neb.—I have bot the elvtr. of Saunders Westrand & Co. at this station.—Nick Paper, formerly agt.

Nebraska City, Neb.—The elvtr. of the Hartling Grain Co., leased by A. B. Wilson, burned Sept. 2; loss, \$10,000.

Lyons, Neb.—The Farmers Grain Co. of Omaha has bot the elvtr. of the Nebraska Improvement Co. Fred Miller is mgr.

Odell, Neb.—Walter Shoenbeck has succeeded Lee King as mgr. of the Farmers Elvtr. Co., Mr. King having resigned.

Palmyra, Neb.—The elvtr. of the Farmers Elvtr. Co. burned at 9 p. m., Aug. 31; loss \$12,000; fully covered by insurance.

Dixon, Neb.—C. S. Wilson and J. J. Stanley are interested in the organization of a farmers elvtr. company at this point.

Wareham, Neb.—The elvtr. of McCaull-Webster Elvtr. Co. at this station was reopened Sept. 1, with W. H. Hessenflaw as agt.

Gibbon, Neb.—The coal sheds of the T. B. Hord Grain Co. were partly burned at 2 a. m., Aug. 22. The elvtr. was not injured.

Bloomfield, Neb.—The Samson-Swanson Co., which recently bot the elvtr. of H. F. Cunningham, has retained him as mgr. of the elvtr.

Superior, Neb.—Elliott & Myers, well known grain dealers at this station, have just completed a 60-bbl. flour mill. G. H. Birchard did the work.

Strausville, Neb.—We will rebuild our elvtr., burned July 11, starting work on the new house this month.—J. H. Dietrich, mgr., Farmers Elvtr. Co.

Wynot, Neb.—We will operate the elvtr. recently bot of the Saunders-Westrand Co. under the name of the Scott Grain & Live Stock Co.—H. E. Scott.

Hayland sta., Schuyler p. o., Neb.—Chas. Moritz of Prosser, has let contract to G. H. Birchard for a 15,000-bu. iron clad elvtr. with concrete basement and hoppers.

Edgar, Neb.—The elvtr. of Lee Hill has been completed. It is iron clad with concrete basement and hoppers and has a capacity of 20,000 bus. G. H. Birchard did the work.

Turlington sta., Dunbar p. o., Neb.—Fire from an overheated engine recently threatened the elvtr. of the Duff Grain Co. at this station. The blaze was discovered in time.

Omaha, Neb.—The Uncle Sam Breakfast Food Co. has commenced work on a 45,000-bu. reinforced concrete elvtr. L. A. Hickok & Son have the contract and the house will cost \$15,000.

Silver Creek, Neb.—Farmers Elvtr. Co. incorporated; officers: Chas. Wooster, pres.; A. MacQueen, vice-pres.; F. C. Caulton, sec'y and C. H. Hoy, treas. They will build or buy an elvtr.—Percy Reed.

Bee, Neb.—The Bee Elvtr. Co. has let contract for a 25,000-bu. elvtr. to replace the one burned June 7. The new house will be ironclad and fireproof, having concrete basement and hoppers. G. H. Birchard has the contract.

Burr, Neb.—An appeal has been taken to the supreme court by the Hinds & Lint Grain Co. of Kansas City, from the judgment recently given in favor of the Farmers Elvtr. Co. of this city. The Hinds company sued the Farmers company for \$760 and later the farmers company filed an answer and a cross petition, asking damages to the amount of \$2,730, getting a judgment.

Weeping Water, Neb.—The elvtr. of E. E. Day, now under construction by G. H. Birchard, will have a concrete basement and hoppers and will be iron clad. It will have a capacity of 15,000 bus. and will be made lightning and spark proof.

Moorefield, Neb.—James Pearson, agt. for the Shannon Grain Co., will quit the elvtr. business for the winter, the elvtr. being closed on account of poor crops, and will take up agricultural extension work for the Parlin & Orendorff Plow Co. of Canton, Ill.

Receipts of grain at Omaha during August included 3,818,400 bus. of wheat, 2,547,600 of corn, 2,531,300 of oats, 1,400 of barley and 59,400 bus. of rye; compared with 3,012,000 bus. of wheat, 1,395,600 of corn, 41,003,000 of oats, 42,000 of barley and 3,300 bus. of rye received during August, 1912. Shipments for the month included 2,886,000 bus. of wheat, 2,103,200 of corn, 1,008,000 of oats, 4,000 of barley and 41,000 bus. of rye; compared with 1,766,400 bus. of wheat, 1,246,300 of corn, 598,500 of oats, 1,000 of barley and 4,000 bus. of rye shipped during August, 1912.—F. P. Manchester, sec'y Grain Exchange.

NEW ENGLAND.

West Brookfield, Mass.—Work has been started on the new building of the Cutler Grain Co.

Belmont, N. H.—The elvtr. of John R. Dearborn burned at 5:15 a. m., Aug. 20. Loss, \$12,000; insurance, \$4,000.

Boston, Mass.—An appraisal com'te has been appointed by the Boston Grain Board consisting of Wm. D. Fulton, chairman, Milton L. Cushing, Geo. H. Hopkins, Herbert L. Hammond and Dean K. Webster.

Boston, Mass.—C. P. Washburn was one of the passengers in an elvtr. in the chamber of Commerce Bldg. when it slipped a cog and fell two floors. Fortunately no one was hurt and Mr. Washburn is being congratulated on a narrow escape from serious injury or death.

Bangor, Me.—Our entire milling plant and elvtr. and the plant of the S. Flory Mfg. Co., burned July 31, our loss amounting to \$50,000. We intend to rebuild at once and will erect a 50,000 to 55,000-bu. steel elvtr., and an up-to-date mill.—Flory Milling Co.

Boston, Mass.—I. Thompson, Jr., engineer for Macdonald Engineering Co., and formerly with Jas. Stewart & Co., is now ass't engineer to the Directors of the Port of Boston, who will erect a 1,000,000-bu. elvtr. and galleries for loading boats on the Commonwealth pier.

Hanover, Mass.—The elvtr. of Phillips Bates & Co., containing \$35,000 worth of grain, burned at 2 a. m., Aug. 22, 3 freight cars, the depot and freight house also burned. Five men are held on the charge of having been implicated in the starting of the blaze. The elvtr. will be rebuilt at once.

Braintree, Mass.—Chas. S. Tarbox has filed a voluntary petition of bankruptcy, scheduling his assets at \$4,858.92 and his liabilities at \$8,692. The Rockland Trust Co. with a claim for \$2,000, C. P. Washburn with one for \$1,218 and the J. Cushing Co., who ask \$1,064, are the chief unsecured creditors. Grace M. Tarbox is the principal secured creditor, holding a claim for \$2,000.

NEW JERSEY.

New Brunswick, N. J.—J. H. Freedman's elvtr. was damaged by fire Aug. 12 with a loss of \$1,000.

Mt. Holly, N. J.—We have built a 90x14 ft. addition to our mill and a 10x30x15 ft. tower to accommodate a Richardson Automatic Scale and grain cleaning machinery.—Rogers & Boyd.

NEW YORK.

Oneonta, N. Y.—The Elmore Mlg. Co. will rebuild its plant which was recently burned.

Buffalo, N. Y.—Plans for a new elvtr. to replace the one burned May 15 are being made by the Erie R. R. Co.

New York, N. Y.—John A. Sim, formerly with the Quaker Oats Co., but now with the Hecker-Jones-Jewell Mlg. Co., has been admitted to membership in the Produce Exchange.

Buffalo, N. Y.—Since the elvtr. of the Husted Mlg. & Elvtr. Co. was destroyed, there has been no elvtr. operating on the Nickel Plate R. R. in this city, but no action has been taken by the road to eliminate switching charges on grain arriving over its lines which must now be sent to other elvtrs. An out bound switching charge of \$2.10 is incurred in reaching any elvtr. on the Buffalo Creek R. R. while \$3.50 is the charge to the Iron Elvtr. on the L. S. and \$6.00 to the Evans, Exchange and Monarch Elvtrs.

NORTH DAKOTA.

Auburn, N. D.—The elvtr. of Wm. Miller is now open.

Burt, N. D.—Wm. Hines is now sec'y of the Burt Equity Exchange.

New Rockford, N. D.—The Ely-Salyards Grain Co. will build an elvtr.

Lynchburg, N. D.—D. A. Hand is now mgr. of the Farmers Elvtr. Co.

Hettinger, N. D.—The elvtr. of Maddock & Kain burned Sept. 1; loss, \$3,000.

Nortonville, N. D.—The elvtr. of the Dakota Grain Co. has been repaired.

Moffitt, N. D.—The Farmers Elvtr. & Merc. Co. will build a house for its agt.

Forbes, N. D.—The Forbes Equity Exchange is building a 10x30 addition to its elvtr.

Belfield, N. D.—The Dickinson Roller Mill Co. is building a 40,000-bu. elvtr. at this station.

Guelph, N. D.—The Marshall-McCartney Co. of Oakes has bot the elvtr. of R. S. Harden.

Buchanan, N. D.—The elvtr. of Schmid & Anderson has been opened and is now in operation.

Grafton, N. D.—I am now agt. for the Duluth Elvtr. Co. at this station.—A. J. Eorsheim.

Peters Siding, Barnstad p. o., N. D.—Chas. Lark is now mgr. of the Peters Elvtr. Co.

Still sta., Wilton p. o., N. D.—G. R. Smith is buyer for the Wilton Elvtr. Co. at this station.

Havana, N. D.—The Norman & Mohn Elvtr. Co. of Kidder has bot the elvtr. of H. J. Waddel.

Leith, N. D.—I am agt. for the Leith Equity Exchange and J. I. Cahill is pres.—R. I. De La Hunt.

Charles, N. D.—I am ass't mgr. for the St. Anthony & Dakota Elvtr. Co. at this station.—F. W. Wood.

Kramer, N. D.—I am out of the grain business.—Wm. Honadel, former agt. Woodworth Elvtr. Co.

New England, N. D.—The Regent Grain Co. will build an elvtr. at this station.—John Adams, Havelock.

Crystal Springs, N. D.—The elvtr. of the Powers Elvtr. Co. was struck by lightning Aug. 20 and burned.

Walden, Luverne p. o., N. D.—I am agt. at the new elvtr. of the Cargill Elvtr. Co. at this station.—John Northup.

Bowman, N. D.—The elvtr. of the Columbia Elvtr. Co. was recently struck by lightning and burned to the ground.

Minot, N. D.—I will have charge of the elvtrs. of Farmers Elvtr. Co. at this station and at Burlington.—N. J. Thorson.

Dahlen sta., Petersburg p. o., N. D.—Officers of the Dahlen Farmers Elvtr. Co. are Erick Docken, pres.; Henry Telander treas., and myself, sec'y and mgr.—Wm. Anton.

Calvin, N. D.—The elvtr. of the Farmers Elvtr. Co. will be overhauled.—Wm. D. Crawford, agt. Imperial Elvtr. Co.

Dawson, N. D.—The Power Elvtr. Co.'s elvtr. was struck by lightning Aug. 19, but quick work saved the building.

Levant sta., Manvel p. o., N. D.—Walter M. Jones is mgr. of the elvtr. we recently bot of the Winter-Truesdell-Ames Co.

Heaton, N. D.—I am now second man for the Monarch Elvtr. Co.—B. L. Holderman, former mgr. Duluth Elvtr. Co., Alberta.

McVie, N. D.—J. E. Cary, whose elvtr. burned July 6, has bot the elvtr. of the Case Elvtr. Co. and is now operating it.

Hamlet, Wildrose p. o., N. D.—The Nelson Elvtr. Co.'s elvtr. was struck by lightning Aug. 20. Loss estimated at \$100.

Langdon, N. D.—John Power has succeeded H. O. Sorenson as mgr. of the Farmers Elvtr. Co., Mr. Sorenson resigning.

Beach, N. D.—The E. Loyd Elvtr. Co., incorporated; capital stock, \$10,000; E. and K. J. Loyd and P. A. Cook incorporators.

Grand Forks, N. D.—J. D. Bacon has built a 20,000-bu. elvtr. on the Gt. Nor.—P. J. Kavanaugh, mgr. Russell-Miller Mlg. Co.

Havelock, N. D.—The Havelock Equity Exchange has bot the elvtr. of the Regent Grain Co. and J. S. Krueger is mgr.—John Adams.

Buxton, N. D.—Buxton Grain Co., incorporated; capital stock, \$15,000; incorporators, S. M. Sorenson, Iver Solliid and J. E. Johnson.

Drayton, N. D.—The Farmers Elvtr. Co. has installed an 8-h.p. Fairbanks-Morse Gasoline Engine and have built a new driveway.

Lankin, N. D.—Geo. Rudolph, formerly mgr. of the Farmers Elvtr. Co. at Hatton, is now mgr. of the Farmers Elvtr. Co. at this station.

Flasher, N. D.—Flasher Grain Co., incorporated; capital stock, \$10,000; incorporators, Orin Albrecht, Jens Johnson and Wm. Halter.

Eldridge, N. D.—Farmers Elvtr. Co., incorporated; capital stock, \$20,000; incorporators, John E. McGillvray, Theo. H. Inom and Elmer Bole.

Fullerton, N. D.—C. E. Persinger is now mgr. for the Minnekota Elvtr. at this station, succeeding me.—L. L. Kruchten, mgr. Farmers Elvtr. Co.

Ypsilanti, N. D.—A. C. Lundley has succeeded me and I am not in the grain business at present.—Amos Jacobson, former agt. Andrews Grain Co.

York, N. D.—R. A. Rasmussen is now buyer for the Farmers Elvtr. Co. The company has installed a new pan and painted the buildings.

Tappen, N. D.—The elvtr. of the Powers Elvtr. Co. at this station is reported to have been struck by lightning Aug. 20 and somewhat damaged.

Hamlet sta., Wild Rose p. o., N. D.—I am now agt. for the National Elvtr. Co. at this station.—A. M. Enney, formerly agt. for same company at Kempton.

Edmunds, N. D.—The elvtr. of the Hamer-Halverson-Beier Elvtr. Co. is now open with C. U. Baker as agt.—H. B. Wescom, agt. Occident Elvtr. Co.

Havana, N. D.—Leif Bros. were dickering for the elvtr. of Waddell & Grimes, but we never closed the deal.—Dan. Leif, agt. for Andrews Grain Co., Sanborn.

Fargo, N. D.—I am in charge of the recently opened office of the Quinn-Shepherdson Co. in this city.—P. F. Brown, formerly mgr. for the company at Aberdeen, S. D.

Oberon, N. D.—The recent reports that the elvtr. of the Monarch Elvtr. Co. burned are untrue. The company writes: We are still in business at the old stand. It was the elvtr. of the Powers Elvtr. Co. that burned.

Antler, N. D.—Otto Paulson, former mgr. for the Farmers Elvtr. Co. at Maxbass is now mgr. for McCabe Bros. at this station.—Howard Elliott, mgr. Farmers Elvtr. Co., Maxbass.

Burnstad, N. D.—C. P. Burnstad, Chas. Hernet, Pharos Hinds, Wm. A. Arntz and Theo. W. Arntz have organized an elvtr. company and have let contract for a 25,000-bu. elvtr.

Chaseley, N. D.—We are making repairs on our elvtr. installing a larger leg and a direct shipping spout. The entire house will be remodeled.—Chas. P. Elliott, mgr. Farmers Elvtr. Co.

Osnabrock, N. D.—I am now agt. at the St. Anthony & Dakota Elvtr. Co., succeeding Henry Gunderson, now mgr. of the Farmers Elvtr. Co.—Martin Arneson, formerly at Mayville.

Stirum, N. D.—I have leased the elvtr. of the North Dakota Elvtr. Co. and will operate independently the coming year.—V. Tornquist, former agt. Farmers Elvtr. Co., Georgetown, Minn.

Sanborn, N. D.—The Farmers Elvtr. Co. has installed a manlift and automatic scales. We will also do some repairing and will build new coal sheds.—Dan. S. J. Leif, agt. Andrews Grain Co.

Minot, N. D.—E. O. Dickenson, formerly mgr. for the Farmers Elvtr. Co. at Bantry, has succeeded me as mgr. for A. A. Robinson Elvtr. Co.—Howard Elliott, mgr. Farmers Elvtr. Co., Maxbass.

Marmarth, N. D.—An official grain inspector has been appointed at this station to inspect all eastbound grain originating in Montana, as a result of the law recently passed by the Montana legislature.

Bathgate, N. D.—The Acme Grain Co. will operate the elvtr. of the Minneapolis & Northern Elvtr. Co. which was leased by the Winter Truesdell Ames Co. last year.—J. O. Mahoney, mgr. Farmers Elvtr. Co.

Clyde, N. D.—M. D. O'Neill, formerly agt. for the Monarch Elvtr. Co. at Oberon is now mgr. of the Farmers Elvtr. Co. at this station. The elvtr. has been overhauled and a Fosston Cleaner has been installed.

Hankinson, N. D.—The plant of J. J. Jones burned Aug. 13; loss \$30,000; insurance \$12,800. The fire is believed to have been due to tramps, as it started at the outside corner of the elvtr. and spread to the mill.

Alfred, N. D.—I am working as relief for the Powers Elvtr. Co. at present. The Dakota Elvtr. Co. has sunk a well near the office and will have water for cooling the gas engine and for fire protection.—Chas. W. Knapp.

Berwick, N. D.—Lecy & Sheggely of Granville are now owners of the elvtr. of Foss & Fyken who are out of business. Aubol & Bryn have bot the elvtr. of the Farmers Elvtr. Co. and Otto Aubol is mgr.—Arnold Bros.

Maxbass, N. D.—Frank Sterriett, formerly mgr. for the National Elvtr. Co. at Antler, is now mgr. for the same company at this station, and I have succeeded Otto Paulson as mgr. of the Farmers Elvtr. Co.—Howard Elliott.

Buxton, N. D.—I bot three of the elvtrs. of the Minneapolis & Northern Elvtr. Co., located at Gardner, N. D., Erhard, Minn., and at this station. The house at Gardner is not in operation at present. E. W. Scott is my agt. at Erhard and I am mgr. here.—S. M. Sorenson.

Westby, N. D.—Farmers Grain & Trading Co., incorporated; capital stock, \$10,000; incorporators, H. C. Anderson, John R. Shoal and Geo. Kittleson. No elvtr. will be built this year, but portable loaders will be purchased and the grain bot at the track and loaded direct into cars.

McVie, N. D.—The elvtr. of the Powers Elvtr. Co. containing a small amount of grain, was struck by lightning at 1 a. m., Aug. 17, and burned to the ground in 45 minutes, the structure breaking into flames from top to bottom when struck. The loss is placed at \$6,000 and the house will be rebuilt at once. It is hoped to have the new house ready in 6 weeks.

Hamilton, N. D.—A. J. Murphy who ran the elvtr. of the National Elvtr. Co. last year for the St. Anthony & Dakota Elvtr. Co. after its elvtr. burned down, has gone to Saskatchewan to buy grain and the Na-

tional company has opened its house with E. Sparrow of Sioux Falls as agt. We have repaired our elvtr. putting in new pan, driveway and awning. We also took down the overhead scale and put it on the working floor and put the cleaner on the overhead floor, also put in new mudsills and reposed the main house.—E. J. Willson, agt. International Elvtr. Co., successors to McCabe Bros.

OHIO.

Defiance, O.—L. C. Roehrig is now mgr. and pres. of our company, succeeding J. D. Spangler.—The Farmers Grain Co.

Ottoville, O.—We are considering the changing of our power plant either to electricity or gas.—The Odenweller Mlg. Co.

Lima, O.—Work has been started on the excavations for the elvtr. of Ringlein & Sons which will occupy the site of the old house.

Gerald sta., R. F. D. Napoleon, O.—A farmers elvtr. company is being organized to buy the elvtr. of Fred Gerken at this station.

Sidney, O.—W. H. Persinger, sec'y of the Miami Valley Grain Co., has sold his interest to J. W. Allinger.—E. T. Cusenbolder & Co.

St. Paris, O.—The Lock-Two Grain & Mlg. Co. of New Bremen has bot the elvtr. of Duncan & Son.—E. T. Cusenbolder & Co., Sidney.

Mingo, O.—I will still be in the grain business at this station.—H. Townsend, who recently sold his elvtrs. at Irwin and Woodstock.

Lebanon, O.—We will rebuild our feed grinding plant this fall and will install a 24-in. electric attrition mill.—Aungst Bros. & Spreng.

Cleveland, O.—The Nickel Plate Elvtr. was recently struck by lightning and the resultant fire caused a loss of \$50,000. Part of the building was saved.

New Carlisle, O.—I have bot out S. A. Muff and will continue track buying at Indianapolis, Ind., also, for the present.—V. M. Morgan, Indianapolis, Ind.

Cleveland, O.—The contract for the reinforced concrete elvtr. and warehouse of the Lake Shore Elvtr. Co. has been let to the Burrell Engineering & Constr. Co.

Berlin Heights, O.—We have succeeded Close & Peake at Ceylon sta., Huron p. o., and Lowry, Ayers & Hess at this station.—Berlin Heights Fuel Co.

Napoleon, O.—The Napoleon Grain & Stock Co. has let contract to the Burrell Engineering & Constr. Co. for repairs amounting to \$1,000 on the elvtr. recently purchased from the Hyman Grain Co.

Maplewood, O.—E. T. Cusenbolder of Sidney and L. E. Vesper of Bellefontaine have bot the interest of E. Gillfillen in the Maplewood Elvtr. Co. and took possession Sept. 1.—E. T. Cusenbolder & Co., Sidney.

Kirkwood, O.—W. H. Persinger of Sidney has bot the interest of C. H. Adlard in the Adlard-Persinger Grain Co. and the name of the company has been changed to the Kirkwood Grain Co.—E. T. Cusenbolder & Co., Sidney.

De Graff, O.—We have succeeded Andrew Mohr and Frank Felger and will operate as Mohr & Mercer, conducting the business at the Felger Elvtr. after it has been overhauled and modernized so as to handle the increased business.—Mohr & Mercer.

Lockland, O.—The report being circulated that the elvtr. of the J. Mueller Co. burned recently is untrue. John Mueller, pres. of the company, writes: Fortunately we did not lose our elvtr. Only a small warehouse burned, the loss on the building and stock being \$1,500, insured.

St. Paris, O.—J. E. and Grant McMorran have formed a partnership and will operate the elvtrs. owned by them at Thackery, Proctor and McMorran, O., under the name of McMorran Bros. This firm operated under the same name 30 years ago.—McMorran Bros. & Co., per Grant McMorran.

Receipts of grain at Toledo during August included 1,165,000 bus. of wheat, 182,400 of corn, 1,539,000 of oats, 1,000 of barley and 27,000 bus. of rye; compared with 917,000 bus. of wheat, 206,000 of corn, 1,393,500 of oats, no barley and 1,000 bus. of rye received during August, 1912. Shipments during the month included 169,900 bus. of wheat, 61,100 of corn, 1,539,000 of oats, no barley and 13,400 bus. of rye; compared with 264,900 bus. of wheat, 65,600 of corn, 1,393,500 of oats and no barley nor rye shipped during August, 1912.—A. Gassaway, sec'y Produce Exchange.

Troy, O.—O. T. Roszell, a leading grain dealer of this city and a member of the Miami Valley Ass'n, died Aug. 26 from a complication of typhoid and pneumonia. Mr. Roszell had been ill for about two months and apparently was improving when he had a sudden relapse which resulted in his death. He leaves a widow, three sons and two daughters and many friends to mourn his decease. The elvtr. has been under the management of his oldest son, Clarence, during his illness, and the business will undoubtedly be continued by him.—E. T. Custenborder & Co., Sidney.

St. Paris, O.—The partnership, consisting of J. E. McMorran, Grant McMorran, A. C. Brown and John Myers, doing a grain business under the name of McMorran Bros. & Co., in St. Paris, with branch offices at Proctor, Thackery and McMorran, was discontinued and dissolved by mutual consent Sept. 1. The track and jobbing business has been taken over by the Furnas-Brown Grain Co., who will continue it. A. C. Brown has been with our firm for the past 16 years, while U. G. Furnas has been connected, for many years, with A. Felty of Columbus.—McMorran Bros. & Co.

CINCINNATI LETTER.

To prevent the spread of a fire in the Big Four Elvtr., thousands of bus. of grain were run down a chute into flat cars and the elvtr. was saved.

Receipts of grain at Cincinnati during August included 493,523 bus. of wheat, 601,168 of corn, 939,932 of oats, 25,973 of barley and 88,776 bus. of rye; compared with 607,896 bus. of wheat, 644,655 of corn, 1,041,175 of oats, 694 of barley and 36,486 bus. of rye received during August, 1912. Shipments for the month included 461,930 bus. of wheat, 273,211 of corn, 499,012 of oats, 28 of barley and 22,942 bus. of rye; compared with 160,462 bus. of wheat, 423,821 of corn, 224,492 of oats, no barley and 13,336 bus. of rye shipped during August, 1912.—Wm. Culkins, supt. Chamber of Commerce.

OKLAHOMA.

Grainola, Okla.—I have sold my grain business to Mears & Sons.—Geo. W. Smith.

Dodge, Okla.—I will build and operate an elvtr. at this station next year.—J. D. Yeagain, Grove.

Ketchum, Okla.—New machinery is being installed in the elvtr. of the Schoemer Elvtr. Co.

Enid, Okla.—Randels & Grubb have moved their offices to the Enid National Bank Bldg.

Hinton, Okla.—The Canadian Mill & Elvtr. Co. is installing a sheller and cleaner in its plant.

Grandfield, Okla.—The elvtr. of the Grandfield Grain Co. is nearing completion. Godfrey & Son had the contract.

Chickasha, Okla.—The Chickasha Mlg. Co. is installing a cleaner, sheller, thresher and a new engine in its elvtr.

Oklahoma City, Okla.—C. C. Thatcher, mgr. of the Oklahoma City Mill & Elvtr. Co., has been seriously ill for some time.

Oklahoma City, Okla.—The Russell Duncan Co. has let contract to Godfrey & Son for a 2,000-bu daily capacity peanut plant in this city.

Okemah, Okla.—The elvtr. of the Okemah Mill & Elvtr. Co., containing several hundred bus. of grain, was struck by lightning at 5:30 a. m., Aug. 25; loss \$12,000; insurance \$8,000. The elvtr. will be rebuilt.

Fairfax, Okla.—The elvtr. of Badger & Hudson, containing \$800 worth of grain, burned at 9:30 a. m., Aug. 26; loss, \$12,000; insurance \$6,000.

Yukon, Okla.—J. D. Frisbee, formerly with the Yukon Mill & Grain Co., has resigned and is now with the Aetna Mill & Elvtr. Co. at Wellington, Kan.

Kingfisher, Okla.—The Kingfisher Mill & Elvtr. Co. has repaired its boilers, being compelled to suspend operations for a few days while the work was being done.

Clyde, Okla.—The Clyde Grain & Mlg. Co. will build a 100,000-bu. iron and concrete elvtr. All bins will be of concrete and every effort will be made to have them rat and waterproof. Work will be started at once.

Chelsea, Okla.—The elvtr. of W. J. Strange, 3,000 bus. grain and a car of oats on a siding, burned Aug. 25; loss \$25,000. The fire was discovered in the engine room but had gained such headway that the elvtr. could not be saved.

Madill, Okla.—One of our warehouses, heavily loaded with oats, fell in the middle. The house was heavily rodded thru and thru and no damage was done to the oats and very little to the building. We will build a 40x100-ft. warehouse real soon to replace the one burned last March.—Marsh Mlg. & Grain Co.

OREGON.

Portland, Ore.—W. E. Hyde, formerly chief state grain inspector, has succeeded C. E. Corry as mgr. of the Tri-State Terminal Warehouse Co.

Baker, Ore.—The Oregon Mill & Grain Co. has been consolidated with the Rock Creek Mlg. Co., and now operates as the Baker Mill & Grain Co. The new company has been incorporated for \$45,000. J. W. Scholl will be manager.

The state supreme court recently affirmed the decision of the circuit court of Marion County in an appeal made by the E. Clemens Horst Co. from payment of a judgment for \$252.50 in favor of Fred Palmer who brought suit against the company for that amount as final payment for his services while employed by the defendant as hop inspector and accountant. The total amount due him was alleged to be \$505 but the defendant company only paid him half of the money and alleged a counter-claim for \$62.50.

PENNSYLVANIA.

Chester, Pa.—T. Frank McCall's Sons have succeeded me.—T. Frank McCall.

Kempton, Pa.—W. Siegfried and J. A. Smoyer of Allentown have formed a partnership and bot the grain business here.

Philadelphia, Pa.—Thos. K. Sharpless and Wm. H. Watkins have been admitted to membership in the Commercial Exchange.

Titusville, Pa.—Our new elvtr. is 18x16x40 ft. and has a capacity of 4,000 bus., which gives us a carrying capacity of about 15,000 bus. We are on the Penna. and the Lake Shore roads and have good shipping facilities. We make a specialty of buckwheat flour. Have a large steam drier and dry every grain of buckwheat used.—Kerr Hill Mill Co.

Pittsburgh, Pa.—Traffic Bulletin No. 15, issued Feb. 11, 1913, is in error and has been cancelled, according to a recent bulletin posted by the sec'y of the Hay & Grain Exchange. A charge of \$2 per car for reconsignment from an elvtr. when the car has not been ordered to the elvtr. before the expiration of the 48 hrs. free time allowed in the Manchester yards, has been and will continue to be made by the carriers.

Pittsburgh, Pa.—A recent bulletin of the Hay & Grain Exchange reads as follows: If at any time you make a shipment to a station east of Pittsburgh and located on a line foreign to those diverging from Pittsburgh, and this shipment is refused and it is necessary for you to reconsign

it to some point beyond, the new B/L and shipping instructions should be made out on the forms of the railroad on which is located the station from which reconsignment is made.

SOUTH DAKOTA.

Fulton, S. D.—G. W. Brewer is now mgr. of the Farmers Elvtr. Co.

Webster, S. D.—Chas. Kreiter is now buyer for the Farmers' Elvtr. Co.

Wolsey, S. D.—Chas. F. Borman is now mgr. of the elvtr. of L. Booher.

Britton, S. D.—The elvtr. of L. G. Richards has been leased by Clark & Richardson.

Yale, S. D.—A site for an elvtr. has been granted by the Gt. Nor. Ry. Co. and farmers will organize a company to build.

Mt. Vernon, S. D.—The Farmers Elvtr. Co. has bot the elvtr. of the A. A. Truax Grain Co. Andrew Daggert will be mgr.

Warner, S. D.—C. J. Hageboom has succeeded E. C. Stearns as sec'y and mgr. of the Farmers Elvtr. Co.—C. A. Conlee, agt.

Clear Lake, S. D.—Walter G. Parrish has succeeded Alois Eichinger, who recently resigned, as mgr. of the Farmers Elvtr. Co.

Carthage, S. D.—A Fairbanks-Morse Compound Beam Scale and a hydraulic oil dump have been installed by the Farmers Elvtr. Co.

Irene, S. D.—The County Stock & Grain Co. incorporated; capital stock \$5,000; incorporators D. J. Stafford, O. A. Anderson and A. W. Harper.

Ravinia, S. D.—John Bundy has succeeded J. F. Whalen as mgr. of the Farmers Elvtr. Co., Mr. Whalen now being mgr. of the Farmers Elvtr. Co. at Prescott, Wis.

Emery, S. D.—Farmers Co-operative Elvtr. Co. incorporated; capital stock \$10,000; incorporators Nick Ernster, Wm. Ehret, John Terscher, Fred Volland and Fred Lutz.

Wakonda, S. D.—The Babb Elvtr. Co. will succeed the Perry Elvtr. Co. and will operate the elvtr. owned by Howard Babb which was formerly leased to the latter company.

Bristol, S. D.—O. Sjursen has bot the elvtr. of M. A. Chilson and will operate it himself. The elvtr. of T. Strandness, burned last spring, will not be rebuilt.—N. Moxness.

Veblen, S. D.—Work has been started on the elvtr. of the Osborne-McMillan Elvtr. Co. at this station and an effort will be made to complete the work by the time the new railroad is in operation.

Willow Lake, S. D.—C. M. Fisher has succeeded me as agt. for the Cargill Elvtr. Co. at this station. Dan Grannan is not with the Cargill Elvtr. Co. now.—L. Lundgren, agt. Cargill Elvtr. Co., Sarles.

Aberdeen, S. D.—H. R. Hasvold has succeeded me as mgr. for the Quinn-Shepherdson Co. at this station and I now have charge of the company's Fargo, N. D., office.—P. F. Brown.

Huron, S. D.—The Farmers Elvtr. Ass'n of S. D. held its annual meeting Sept. 9 in this city. Geo. S. Loftus, H. Loucks, R. O. Richards and a representative of the Grain Growers Grain Co. of Canada were among the speakers.

Emery, S. D.—We have succeeded the Farmers Elvtr. Co. which was laboring under a heavy debt. We now have the elvtr. all paid for. Our officers are F. Vollen, pres., H. VanDanacker, sec'y-treas., and myself mgr.—J. Driscoll, Farmers Mutual Elvtr. Co.

Bruce, S. D.—W. H. Walter of the Walters Merc. Co. recently had his arm crushed when it was caught by the belt between two stationary pulleys. Workmen saw the

accident and stopped the engine at once but it was necessary to break one of the pulleys with a crowbar to release Mr. Walters.

Aberdeen, S. D.—E. G. Anderson, prop. of the Anderson Grain Co., which is also known as the Aberdeen Grain Co., was killed recently when he lost his balance in reaching for his hat as it was blown from his head and fell under a train at Ortonville, Minn. His left arm was cut off and he died from the resultant shock and loss of blood.

Oldham, S. D.—The Supreme Court of South Dakota has affirmed the decision of the Circuit Court in the suit brought by the First National Bank of this city against W. I. Thompson and E. A. Rippe involving the payment of a balance due on a loan of \$2,500 to Mr. Rippe, now deceased. Mr. Rippe was mgr. of the elvtr. which was owned by himself and the two others, but he operated it on his own account and the court held that there was not enough evidence to prove a partnership between him and the other owners so as to render one of them liable for payment on Mr. Rippe's note. The court found for the defendants and the plaintiff appealed.

SOUTHEAST.

Athens, Ga.—W. E. Eppes has engaged in the brokerage business at this point.

Greenwood, Miss.—John Wade & Co. of Memphis will open a branch office in this city.

Gary sta., Tampa p. o., Fla.—We are not figuring on an elvtr. yet but may later if the business justifies it.—Stalnaker Bros.

Jackson, Miss.—The Harding-Coor Co. has bot the grain and feed business of D. G. Patton & Co. and opened for business Aug. 1.—F. B. Lemly & Co.

Petersburg, Va.—I. V. Parham, pres. of the Virginia Feed & Grain Co., Inc., caught his right hand in the rollers of a hominy mill in the store, Aug. 20, and the hand was so badly crushed and mangled that amputation was necessary.

Virginia Beach, Va.—The second annual meeting of the Merchandise Brokers Ass'n was held in the Casino at this point, Aug. 14 and 15. The meeting was called to order by Pres. J. T. Owen and the report of sec'y was read by J. S. Moon, acting sec'y, in the absence of Sec'y R. W. Lacy. P. M. Gale of Cincinnati, O., addressed the delegates, making an interesting talk. In the evening J. H. Cofer of Norfolk was the speaker at a meeting in the Chamber of Commerce Bldg. Officers elected were John S. Moon, Lynchburg, pres.; F. H. LeGrand, Norfolk, 1st vice-pres.; A. W. Howard, Roanoke, 2d vice-pres.; D. W. Thornhill, 3d vice-pres.; J. T. Owen, Lynchburg, sec'y-treas. On the evening of Aug. 15 a shore dinner was arranged for the members of the ass'n at Cape Henry, the Norfolk dealers and brokers being guests of the ass'n. Frank LeGrand was in charge of the arrangements and every one present was delighted with the feast.

TENNESSEE.

Nashville, Tenn.—R. P. Ransom is out of business.

Receipts of grain at Memphis during August included 295,200 bus. of corn, 756,000 of oats, and 20,000 bus. of wheat; compared with 240,000 bus. of corn, 802,500 of oats and 59,000 bus. of wheat received in August, 1912.—Nat S. Graves, sec'y Merchants Exchange.

TEXAS.

Fort Worth, Tex.—We are using our recently completed warehouse for oats.—Stowers Grain Co.

San Antonio, Tex.—Alexander Masson, for 25 years a grain and hay dealer of this city, died Aug. 18 at the age of 64.

Waxahachie, Tex.—R. B. Russell is building a corn mill at this station, the machinery to be furnished by the Wolf Co.

Donna, Tex.—We have recently installed a corn meal mill and a mill for making crushed feed.—J. M. Ringo, Willis & Ringo.

Paris, Tex.—The Paris Mlg. Co. is building 2 steel tanks of 30,000 bus. capacity.—John Maupin, sec'y of Whaley Mill & Elvtr. Co., Gainesville.

Stamford, Tex.—The corn, kafir and milo mill of the Stamford Mill & Elvtr. Co. burned Aug. 28; loss \$12,000; insurance \$8,000. The plant will be rebuilt.

Sweetwater, Tex.—We opened our new warehouse in this city the first of the month with L. C. Vinson in charge.—A. C. Waters, mgr. Easton Grain Co., San Angelo, Tex.

Dallas, Tex.—The Stanard-Tilton Mlg. Co. of St. Louis has let contract for a 2,500-bbl. mill and a 300,000-bu. elvtr. in this city. The entire plant including the mill, elvtr. powerhouse, warehouse, storage tanks, etc., will cost \$500,000.

Exports of grain at Galveston during August included 4,554,060 bus. of wheat; compared with 1,073,440 bus. exported in August, 1912, showing an increase of 3,480,620 bus. No corn or kafir corn was exported during the month in either year. Exports for the year ending Aug. 31 included 17,573,944 bus. of wheat, 197,223 of corn and 439,494 bus. of kafir corn; compared with 1,129,440 bus. of wheat, 10,000 of corn and 25,713 of kafir corn shipped in the corresponding period of 1911-12, the increase in the last year amounting to 16,444,504 bus. of wheat, 187,223 of corn and 413,781 bus. of kafir corn.—John H. Up-schulte, chief inspector Board of Trade.

Waco, Tex.—We have practically completed the improvements in our plant which is now in operation. We changed from steam to electric power during the month of June, and installed five different motors of different sizes, aggregating 200 h.p., 150 h.p. of the installation being for the operation of our 500 bbl. flour mill; 25 h.p. for the operation of our chop and meal rolls, and 25 h.p. for the operation of our grain elevator. Any of these depts. can be operated independently of the other and all are on separate meters. We use primary current of 2,300 volts. All our motors are of the latest design, including overload relays, and no-voltage releases. We have now been operating on electricity something more than a month and we find it very satisfactory power. Our power is now being obtained from Ft. Worth over a high power transmission line and is transmitted at 60,000 volts.—Waco Mill & Elevator Co., T. P. Duncan.

UTAH.

Salt Lake City, Utah.—The W. O. Kay Elvtr. Co. has taken over all of the elvtrs. of the Inter Mountain Mlg. & Elvtr. Co., located at Portage and Coulam, Utah, Malad, Bancroft and Arimo, Ida., corn cribs at Salt Lake City and warehouses at Garland and Tremonton, Utah. R. E. Miller has organized the Inter Mountain Mlg. Co., with headquarters in the Atlas Block, to operate the elvtrs. of the Trans-Mississippi Grain Co. at Alexander and Arimo sta., Oneida p. o., Ida. The new company will also conduct a wholesale grain business in this city. Officers are R. E. Miller, pres. and gen. mgr.; E. S. Westbrook, vice-pres. and John L. Taylor, sec'y and treas. F. S. Cowgill and W. R. Wallace are also interested.

Smithfield, Utah.—The state supreme court has granted the appeal of W. H. Smith from the judgment of the lower court and ordered the decision in favor of the plaintiff reversed and the case remanded for trial. The original suit was brought by Olof Cronquist and another to recover the value of alfalfa seed alleged to have been sold and delivered to the defendant, who was employed by the W. O. Kay Elvtr. Co., thru the alleged agency of David Anderson who was also made a

defendant in the action. The plaintiffs claimed that Anderson was acting as agt. for Smith and that he gave them checks signed with Smith's name as payment for the seed which Smith later refused to buy, claiming that it was merely "tailings." He also claimed that he had never given Anderson authority to sign checks for him and ordered payment stopped on them, telephoning the plaintiffs that the seed was not up to requirements and requesting them to come to the warehouse and get it, Anderson having left it there. The supreme court held that Smith's motion for a non-suit and a direction of a verdict in his favor should have been granted.

WASHINGTON.

Diamond, Wash.—M. H. Houser is erecting an addition to his grain warehouse.

Columbia River Siding, Wash.—The elvtr. of the Seattle Grain Co. burned Aug. 26; loss \$7,000.

Colfax, Wash.—The recently incorporated Manning Grain & Warehouse Co. has a capital stock of \$25,000.

Seattle, Wash.—The C. H. Lilley Co. will build a concrete tank elvtr. of 100,000 bus. capacity.

Coulee City, Wash.—We are repairing our elvtr.—A. J. Dodd, mgr. Farmers Corporation Warehouse.

Turner, Wash.—Edgar E. Eager is mgr. of the new elvtr. of the Whetstone Turner Elvtr. Co. and F will operate it.—H. D. Fair.

Creston, Wash.—We have just completed our new 45,000-bu. elvtr. and will operate both our warehouse and the elvtr.—Creston Union Grain Co.

Mondovi, Wash.—The 40,000-bu. bulk grain elvtr. of the Washington Grain & Mlg. Co., of Spokane, at this station, has been completed. The elvtr. cost \$10,000.

Wilson Creek, Wash.—We own the warehouses at this station and they are in charge of J. P. Schroeder.—A. W. Tidmarsh, gen. mgr., Seattle Grain Co., Seattle.

Manito, no p. o., Wash.—This station is the latest addition to the new towns on the line of the O. W. R. & N. R. R. and is 22 miles east of Spokane. It is owned by the farmers in the vicinity and work has already been started on a 25,000-bu. elvtr.

Palouse, Wash.—The farmers are talking of building an elvtr. for next season's crop, grain at present being handled in sacks. Owing to the high price paid for sacks, there is a strong move all over the west to handle grain in bulk and several elvtrs. have been built in the Inland Empire. Grain here is handled at a very close margin and competition is keen.—A. J. Webster, Farmers Union Warehouse Co.

WISCONSIN.

Mosling, Wis.—The Cargill Elvtr. Co. will not open its house.

Sharon, Wis.—We have succeeded Lilley Bros.—Lilley & Chester.

Richwood, Wis.—The Farmers Elvtr. Co. has gone out of business.

Valley Junction, Wis.—Sherwood & Warren have gone out of business.

Theinsville, Wis.—We have bot the elvtr. of Nic Wilson.—J. W. Schaefer, Theinsville Mlg. Co.

Prescott, Wis.—J. F. Whalen, former mgr. of the Farmers Elvtr. Co. at Ravinia, S. D., is now mgr. of the Farmers Elvtr. Co. at this station.

Greenleaf, Wis.—Our Mr. Zimmerman retired from the firm of Zimmerman & Rosman, Aug. 1, and the business will hereafter be conducted by myself.—Jerome Rosman.

Ellsworth, Wis.—We are building a machinery warehouse 58x70-ft. and will handle farm machinery here.—L. L. Druley, gen. mgr. Equity Exchange of Prescott, Prescott.

participate in the distribution of the \$50,000,000 of government funds, as they state that the movement of grain is nearly completed and they have enough cash on hand to take care of requirements. Twenty-eight Western cities and forty-two Southern cities will receive the government funds early in September.

GLUCOSE increased 10c per 100 lbs. in price recently, making a total increase of 20c within the past 30 days. The Corn Products Refining Co. advanced the price of its products in line with the rapid rise in the price of corn.

The bins shown in the illustrations were erected by the Adel Clay Products Co., who are the originators of this style of construction.

A FLAX-CLEANING machine has been invented by A. M. Spalding of Dundee, Scotland, which he claims will turn out flax entirely free of gum in less than six seconds and will produce a finished product fit to go on the loom in a few hours. Under present methods from three weeks to a month's time is necessary. The machine is built to clean jute, china grass, and ramie grass, as well as flax.

Ladish-Stoppenbach Co. Emil Stoppenbach is pres. and H. W. Ladish, sec'y.

The P. C. Kamm Co. has given the Burrell Engineering & Construction Co. the contract for its 200,000-bus. concrete elvtr. to be completed Jan. 1, 1914. The elevator is to be used exclusively for storing barley.

Peter J. Stupfl has been admitted to membership in the Chamber of Commerce and the memberships of Alex Berger and F. R. Skidmore have been transferred.—H. A. Plumb, sec'y.

Receipts of grain at Milwaukee during August included 640,550 bus. of wheat, 292,640 of corn, 1,254,300 of oats, 435,700 of barley and 163,900 bus. of rye; compared with 1,658,300 bus. of wheat, 589,900 of corn, 1,150,200 of oats, 603,200 of barley and 102,300 bus. of rye received during Aug., 1912. Shipments for the month included 351,900 bus. of wheat, 204,810 of corn, 786,650 of oats, 106,400 of barley and 27,500 bus. of rye; compared with 817,611 bus. of wheat, 326,193 of corn, 614,643 of oats, 86,533 of barley and 17,500 bus. of rye shipped during August, 1912.—H. O. Plumb, sec'y Chamber of Commerce.

Cud not see how we cud do business without subscribing for the Grain Dealers Journal.—F. M. Milliken, mgr. Farmers Warehouse Ass'n, Crowley, La.

DULUTH bankers have declined to Friesland sta., Randolph p. o., Wis.—We will buy at this station this year, loading direct into cars and next year will build an elvtr. and potato house.—Quantus Bros., Montello.

Fond du Lac, Wis.—The Fond du Lac Malting Co. incorporated; capital stock \$80,000; incorporators, J. Reuping, L. K. McKinnon and T. L. Doyle. L. A. Erhart will be mgr. The new company is a reorganization of the old Fond du Lac Malt & Grain Co.

MILWAUKEE LETTER.

The Chamber of Commerce has fixed the rate of interest on advances in September at 6%.

The Wisconsin Railroad Com'n met the shippers of this market at the Chamber of Commerce Bldg., recently, to discuss the proposed new rules for team track storage.

Peter Peterson, sec'y of the L. Bartlett & Son Co., died suddenly, Aug. 18, at the age of 38. Mr. Peterson was married less than 2 months ago and is survived by his wife, mother and a brother.

The Lytle-Stoppenbach Co. of Jefferson has moved its offices to this city and has changed the name of the company to the

CONSTRUCTION OF CON- crete Corn Crib.

The demand for grain storehouses constructed of non-combustible material is ever on the increase. In the Grain Dealers Journal for Aug. 25th, page 290, we illustrated the hollowtile corn cribs erected by the Adel Clay Products Co., of Adel, Ia., which seem to be giving perfect satisfaction.

Herewith we illustrate fireproof cribs constructed of concrete which, like the tile, do not need painting or repairing and relieve the owner from worrying over fire. This durable crib was designed and erected by Chas. Griesemer at Hope-dale, Ill. It is claimed to be rat and mice proof as well as fireproof.

It is a double structure with each crib 10 feet wide, 40 feet long, 14 feet to eaves and 25 feet to peak of roof over the 10-foot driveway. Ten feet above the floor of the driveway are additional storage bins. Each of the cribs, to the square, holds 1,800 bus. of ear corn. However, by using a dump-elevator, and filling against the roof and over the driveway, the capacity of the crib is increased to 5,000 bus.

When Mr. Griesemer decided to build a repair-proof crib of concrete blocks, he concluded he ought to be on the safe side and have as much ventilation as was in his old worn-out wooden cribs which were sided with 1 by 4-inch boards spaced 1 inch apart. He designed his block 24 inches long, 10 inches high and 8 inches thick. Extending entirely through the block the 8-inch way are 7 air holes, 1 1/7 inches wide by 6 inches deep, spaced 2 inches apart and 2 inches from the top, bottom and ends of the block. The mold was built of 2-inch lumber, hinged together at three corners and fastened at the other by a hinged hasp. The ventilating holes were made by means of re-

movable sections of 1-inch boards, 6 inches wide and nearly a foot long so as to extend through the mold.

Mr. Griesemer proportioned his concrete 1 bag of cement to 5 cubic feet of gravel, which is generally not rich enough in cement for this class of work. It is better practice to separate the sand from the gravel by means of a screen of one-fourth inch mesh and to remix the materials in the proportion of 1 bag of cement to 1 1/2 or 2 cubic feet of sand to 3 or 4 cubic feet of pebbles or crushed rock, with no stone larger than three-fourths inch in diameter. The best place for making blocks is a level floor shaded by a roof or trees. Use the concrete as wet as possible. Set up the mold, previously well greased, and tamp the lower 2 inches entirely full of concrete. Insert the 1-inch wooden cores in place, thoroly pack the concrete in the 2-inch space between them and finish the block. In a few minutes, the proper time can be determined by trial, withdraw the cores, unfasten the hasp, swing back the sides, remove the form and leave the block to cure on the pallet or floor. As soon as it can be done without pitting the concrete, sprinkle the blocks with water and keep them damp and shaded for three days. When seven days old, they may be piled in the open. Two men in Mr. Griesemer's employ made 80 blocks per day for which they used 20 bags of cement and 4 cubic yards of pit gravel.

The 10-inch concrete foundation walls were built in the usual manner, to the depth of 3 feet and about 15 inches above ground level. Down the center of each crib two similar walls were made, 22 inches apart, and a concrete floor was laid between them 16 inches from their tops. This concrete paved 22-inch space is for the drag-belt conveyor of the corn-sheller and is a great labor-saving device. This



Interior of Concrete Corn Crib.

space is floored with short pieces of board, which, during shelling, are removed one after another to let the corn drop into the conveyor box. A fill of coarse gravel, well tamped, was made on the earth between the foundation walls, and a 5-inch concrete floor was laid on top of it. The floor extends 6 inches beyond the walls of the building, like a water-table, which aids in keeping out rats and mice. The block side walls were laid up with mortar made of 1 bag of cement to 2 cubic feet of sand to which was added 8 pounds of slacked lime to make it work easier. The openings over the small doors are spanned with 8 by 10 inch solid concrete beams reinforced 1½ inches from the bottom with two three-fourths inch rods. The 8 by 20 inch 14-foot concrete beam over the driveway is reinforced with four three-fourths inch rods placed in the same manner. The roof of the building is slate. The rafters are spiked to 3 by 8 inch oak plates, which are anchored to the concrete walls by ½-inch bolts 14 inches long. The structure complete cost Mr. Griesemer \$756.00, of which sum \$210.00 is chargeable to the roof and \$100.00 to the owner's labor.

With regard to the keeping qualities, Mr. Griesemer says:

"I have had corn in this crib three years and my corn has graded in the market each time, while in this neighborhood only about three-fourths in rail and board cribs graded."

Mr. Charles Babb, of Homer, Ill., has three double corncribs built of the ordinary concrete block laid up in the usual manner. The inside walls are of studs and boards. He uses a modified King system of ventilation to dry out his corn. Air ducts, 3 by 3 inches in the floor, covered with boards with auger holes, are connected to the outside air by means of drain tile in the foundation wall. Bored-in wooden flues exhaust the air at the roof-line. These cribs have been in continuous use since the fall of 1909, and have given perfect satisfaction.

Similar results are reported of the cribs of Tjernagel Bros., Story City, Iowa. They built their cribs of reinforced concrete fence posts.

BE CAREFUL with your "ands" when telegraphing orders. "Seventy one-half" may mean either seventy and one-half or seventy one and half, a difference of one cent.

CROP IMPROVEMENT.

The North Dakota Experiment Station has distributed two bulletins on seeds, one advertising how to get seed officially certified and sealed, and the other instructing how to handle corn for seed. Both bulletins are by H. L. Bolley, State Seed Commissioner. By posting them in his office, the North Dakota elevator man would benefit both the farmers and himself.

The Dominion of Canada has appropriated \$10,000,000 for instruction and research in agriculture during the next ten years. For the year ending March 31, 1914, the allotment is \$700,000. This amount will be increased by \$100,000 every year until 1917, after which year and until 1923, \$1,100,000 will be expended annually. The money will be used in aiding the federal Department of Agriculture and agricultural colleges, also in introducing the study of agriculture in public schools, and in extension work. The appropriation will be distributed among the provinces on the basis of population.

INDIA'S first grain elevator will be constructed at Lyallpur by W. S. Hamilton, I. C. S., Director of Agriculture of the Punjab Province, with headquarters at Lahore. It will cost \$65,000, including \$8,000 for the land, and will have a capacity of 4,000 tons. It will be built along American lines and, should it prove a financial success, it will undoubtedly lead to the construction of many other plants. India is sadly in need of grain storage facilities. Now the grain is shipped out of the country as quickly as possible, and at very low prices, in order to avoid the certain loss connected with storage. When stored the grain is placed either in rude masonry towers, which admit the rain and are infested with weevil, or in pits lined with a mixture of mud and cow dung. In these pits much of the grain decomposes and several instances are on record of laborers being killed when the pits are newly opened by the carbonic acid gas produced by this decomposition. The atmosphere of India is very humid, at times approaching the point of saturation, and grain drying plants are badly needed. Between the climate and the weevil, stored grain suffers heavy damage. Modern elevators are a crying need, and Frederick Noel-Paton, Director General of Commercial Intelligence of the India Government, has made a special study of the subject.

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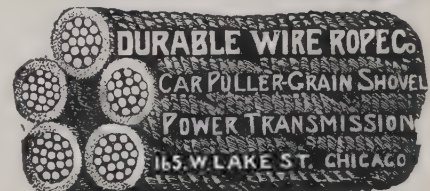
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5,000-bu. Concrete Corn Crib; Cost \$756.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

C. & N. W. in 11019-M names rules governing the reconsignment of grain, effective Sept. 15.

C. B. & Q. in Sup. 17 to 7072-A quotes Illinois distance tariff rates, effective state Aug. 8; interstate Sept. 10.

Erie in Sup. 9 to A-4459 quotes rates on grain and grain products from its stations and connections to eastern points, effective Sept. 20.

C. St. P. M. & O. in Sup. 11 to 2473 quotes rates on grain and grain products from its stations to Mo. Pac. stations, effective Sept. 23.

P. R. R. in Sup. 25 to 3733 quotes rates on grain and grain products from Penna. stations to points on R. F. & P. Ry., effective Sept. 15.

Erie in Sup. 9 to A-4458 quotes rates on grain and grain products from Illinois and Indiana stations to C. F. A. territory, effective Sept. 22.

Mich. Cent. in Sup. 16 to 9078 quotes domestic rates on barley, corn, oats, rye and wheat from Toledo, O., ex-lake, to eastern cities, effective Sept. 15.

W. & L. E. in Sup. 3 to ICC 827 quotes rates on grain and grain products from Ohio stations to Cleveland, O., effective state Aug. 23; interstate Sept. 22.

Missouri Pacific quotes a rate of 25½¢ on wheat from Pratt, Kan., to Little Rock, Ark., and 21¼¢ from Pratt to Fort Smith and Van Buren, Ark., effective Sept. 16.

C. P. & St. L. in ICC 949 cancels ICC 443 and 943 quoting proportional rates on grain from Illinois points and St. Louis, Mo., to eastern points, effective Sept. 14.

P. R. R. in Sup. 1 to ICC JJ368 quotes rates on grain and grain products from its stations and connections to north, eastern and New England points, effective Sept. 15.

Minn. & St. Louis in Sup. 17 to 751-A quotes rates on grain and grain products between Illinois stations and Mo., Kan., Neb., Ia., and S. D. stations, effective Oct. 1.

L. S. & M. S. quotes a rate of 10c on barley, corn, oats, rye and wheat from points in the Chicago district to Charleston and Huntington, W. Va., effective Sept. 15.

T. P. & W. in Sup. 6 to ICC 894 quotes rates on grain and grain products from its stations to New England, Canadian, and other eastern basing points, effective Sept. 16.

Southern in ICC C-1538 names rules governing elevation allowance at East St. Louis, Ill., and St. Louis, Mo., on grain for Mississippi Valley territory, effective Sept. 22.

C. B. & Q. in Sup. 2 to 1117-F quotes lake-and-rail rates on grain products from Hannibal, Mo., Quincy, Ill., and Keokuk, Ia., to eastern basing points, effective Sept. 15.

C. I. & S. in Sup. 7 to 450 quotes rates on grain and grain products from its stations and connections to eastern United States and Canadian basing points, effective Sept. 20.

L. S. & M. S. in Sup. 18 to ICC A-2819 quotes rates on grain and grain products from its stations and connections to eastern, interior, and Canadian basing points, effective Sept. 24.

St. Joseph & Grand Island in Sup. 6 to 5900 quotes rates on grain and grain products between its stations and St. Louis, Mo., Peoria, Chicago, Ill., and St. Paul, Minn., effective Sept. 15.

Union Pacific quotes a rate of 25½¢ on wheat and 23c on corn from Holton, Kan., to Galveston, Port Bolivar, Texas City, Tex., New Orleans, Port Chalmette, Westwego, La., and Mobile, Ala.

C. St. P. M. & O. in Sup. 16 to 1625-A quotes rates on grain and grain products between Minn., Ia., S. D. and Neb. stations and St. Paul, Duluth, Minn., and Chicago, Ill., effective Sept. 23.

A. T. & S. F. in Sup. 8 to 6566-E quotes rates on grain and grain products from Mississippi River and Illinois points to Atlantic seaboard, interior, Canadian, and Ohio River points, effective Sept. 27.

L. S. & M. S. in Sup. 17 to ICCA-2819 quotes rates on grain and grain products from its stations and connections to eastern basing points, Canadian, C. F. A. and southern stations, effective Sept. 15.

St. L. & S. E. in Sup. 19 to 1558 quotes rates on grain and grain products between Ill. and Minn. stations, also St. Louis and Carondelet, Mo., and stations in Ark., Ill., Kan., Mo., and Okla., effective Sept. 15.

C. & A. quotes a proportional rate of 13½¢ on barley, corn, oats and rye from Chicago, Peoria, and Pekin, Ill., to Mobile, Ala., New Orleans, Port Chalmette, and Westwego, La., for export, effective Sept. 11.

C. B. & Q. in Sup. 19 to 849-C quotes rates on grain and grain products from its stations and connections in Illinois and on the Mississippi River, to Atlantic seaboard, eastern interior and Canadian points, effective Sept. 23.

Ill. Cent. in Sup. 14 to G-2203 quotes additional rates on grain and grain products between St. Paul, Minneapolis and Minnesota Transfer, Minn., and its stations in Iowa, Minn., and S. D., also Omaha, Neb., effective Sept. 30.

Missouri Pacific quotes a rate of 23.15c on wheat only and 21.45c on barley, corn, oats and rye from Lincoln, Neb., to Galveston, Texas City, Tex., New Orleans, Westwego, and Westwego Elevators, La., effective Sept. 16.

Ill. Cent. in 11127-A quotes rates on grain and grain products from stations in Iowa, Minn., and S. D.; also Council Bluffs, Ia., Omaha, and South Omaha, Neb., when originating beyond, to Ala., La. and Miss., effective Sept. 11.

Minn. & St. Louis in Sup. 8 to 1611-B quotes rates on grain and grain products from stations on M. & St. L. and F. D., M. & S. to Fort Dodge, Ia., when milled or mixed at Ft. Dodge and shipped beyond, effective Sept. 10.

C. St. P. M. & O. quotes a rate of 23½¢ on wheat from St. Paul, Minneapolis, and Minnesota Transfer, Minn., applying only on shipments originating beyond; to Westwego, La., for export to Europe, Asia, and Africa, effective Sept. 15.

C. & N. W. in Sup. 19 to 11475-A quotes rates on flaxseed and grain from stations in Iowa, Minnesota, and South Dakota to Chicago, Peoria, East Clinton, Ill., Minneapolis, Minnesota Transfer, St. Paul and Duluth, Minn., effective Aug. 29.

C. B. & Q. in Sup. 16 to 4000-B quotes proportional rates on flaxseed and articles taking same rates from Winona, St. Paul, Minneapolis, South St. Paul, Minnesota Transfer, Minn., and LaCrosse, Wis., to Des Moines, Ia., effective Sept. 20.

C. R. I. & P. in Sup. 17 to 19690-D quotes rates on grain and grain products from Colo., Ia., Kan., Mo., Neb., N. M. and Okla. points to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and other destinations in the South, effective Oct. 12.

C. G. W. quotes rates between Rochester, Minn., and the following Minnesota stations: wheat, Douglass 3.3c, Pine Island 4.4c, Lena 4.6c, Zumbrota 4.8c; corn, Douglass 2.8c, Pine Island 3.8c, Lena 4c, and Zumbrota 4.2c; effective state Aug. 15, interstate Oct. 1.

Mich. Cent. in 9078 quotes rates on grain and grain products from Ann Arbor, Bay City, Chicago, Detroit, Grayling, Joliet, Kalamazoo, Lansing and Mackinaw, Mich., and points taking same rates, to eastern United States and Canada basing points, effective Sept. 15.

Mo. Pac. in Sup. 15 to 1980-C quotes rates on grain and grain products from Colo., Kan., Mo., Neb. and Okla. points

to southern and southeastern points, Memphis, Tenn., Belmont, Mo., Cairo, Ill., and bases for making rates to Southeastern Carolina territories, effective Sept. 16.

C. B. & Q. in Sup. 33 to 1800-B quotes rates on flaxseed, broom corn, wheat, and corn from Neb., Colo., S. D., Wyo., and Mont. stations to St. Louis, Peoria, Chicago, St. Paul, Minneapolis and Duluth; also charges in connection with milling and cleaning in transit at its various stations, effective Oct. 1.

C. B. & Q. in Sup. 9 to 3992-C quotes a rate of 6c on all grain between Rockford, New Milford, Harrisville, Vanland and Kirkland, Ill., and Chicago, Ill.; also a rate of 6c on wheat and 5c on grain other than wheat between Nichols, Wilkinson, Bradt, DeKalb, Chase, Troxel and Duffin, Ill., and Chicago, Ill., effective Aug. 15.

C. B. & Q. in Sup. 2 to 1362-H quotes rates on flaxseed, wheat, coarse grains and millstuffs from St. Paul, Minneapolis, Minnesota Transfer, Winona, Duluth, Minn., and Superior, Wis., to LaCrosse, Wis., Granite City, Venice and Peoria, Ill., also to Illinois stations on the C. R. I. & P. Ry., and Iowa stations on the M. N. & S. Ry., effective Sept. 20.

Kansas City Southern quotes a rate of 8c on wheat between Kansas City, Mo., and Storage Yard, Mine No. 38, Curranville, Chapman Mines, McCormick Mines, Nelson, Litchfield Spur, Frontenac, Pittsburgh, Custodia, Kniveton, Kan., Asbury, Burgess, Gulfton, Brinkerhoff Spur, Federal Spur, Athletic Spur, Princess Spur, Byrd Spur, and Joplin, Mo., effective Sept. 19. This rate does not apply on grain to or from connecting lines.

Minn. & St. L. quotes a rate of 14c on millet and flaxseed, 11½¢ on wheat, 10½¢ on corn, oats, rye and barley from Keithsburg, Ogle, Seaton, Little York, Eleanor, Monmouth, Nemo, Phelps, Berwick and Abingdon, Ill., to Kansas City, St. Joseph, Mo., Atchison, and Leavenworth, Kan.; also millet and flaxseed 17½¢, wheat 14c, and corn, oats, rye and barley 13c. from same points to Omaha, South Omaha, Nebraska City, Neb., Council Bluffs and Pacific Junction, Ia.; also millet and flaxseed 22½¢, wheat 17.1c, and corn, oats, rye and barley 14½¢ from same points to Sioux City, Ia.; also millet and flaxseed 22½¢, wheat 18c, and corn, oats, rye and barley 16c from same points to Sioux Falls, S. D., effective Oct. 1.

Minn. & St. L. quotes a proportional rate of 16½¢ on millet and flaxseed, 13½¢ on wheat, and 12½¢ on corn, oats, rye and barley from Herson, London Mills, Rapatee, Middle Grove, Farmington, Cramers, Trivoli, Eden, Hanna, Maxwell, Bartlett and Peoria, Ill., to Kansas City, St. Joseph, Mo., Atchison and Leavenworth, Kan.; also 20c on millet and flaxseed, 14½¢ on wheat, and 13½¢ on corn, oats, rye and barley from same points to Omaha, South Omaha, Nebraska City, Neb., Council Bluffs, and Pacific Junction, Ia.; also 22½¢ on flax and millet seed, 18c on wheat, and 16½¢ on corn, oats, rye and barley from same points to Sioux City, Ia.; also millet and flaxseed 22½¢, wheat 18c, and corn, oats, rye and barley 17½¢ from same points to Sioux Falls, S. D., effective Oct. 1.

Books Received

ELEMENTARY PRINCIPLES OF AGRICULTURE, by A. M. Ferguson and L. L. Lewis, is a common school text book on agriculture. The book contains a great deal of information and is written in a clear, interesting style. Cloth binding, 390 pages; Ferguson Publishing Co., Chicago, Ill., and Sherman, Tex.

REPORT OF MISSOURI STATE BOARD OF AGRICULTURE for 1912 gives a record of the work for the year, a complete report of the proceedings during Missouri Farmers' Week, and miscellaneous papers on Missouri crops. The report of the Missouri Corn Growers' Ass'n is also given considerable space. Cloth binding; 658 pages, T. C. Wilson, sec'y, Columbia, Mo.

Supply Trade

KEEP AT IT!

One step won't take you very far;
You've got to keep on walking.
One word won't tell folks who you are;
You've got to keep on talking.
One inch won't make you very tall;
You've got to keep on growing.
One little ad. won't do it all;
You've got to keep them going.

—Novelty News.

Chicago Caller.—Wm. Watson, representing the S. Howes Co., Silver Creek, N. Y.

Des Moines, Ia., Aug. 22.—According to our record, the W. N. Claus Co. of Sibley, Ia., has not as yet issued any stock. —W. S. Allen, Sec'y. of State.

Chicago, Ill.—Geo. Burrell of the Burrell Eng. & Constr'n. Co. left recently for a two weeks' inspection trip of the construction now being undertaken by the company, in Canada.

Milwaukee, Wis.—The D. D. Weschler Malting Mch. Co. has been incorporated with a capital stock of \$25,000. Mr. Weschler is said to hold patents on various new types of malting machinery.

Chicago.—W. H. Salisbury & Co., Inc., has recently been favored with a contract covering approximately 3,200 ft. of 36 in. Salisbury Woven Rubber Belt, to be installed in one of the largest grain elevators in the Winnipeg district.

No. Milwaukee, Wis.—The Avery Scale Co. has made application at the U. S. Patent Office for a new trade mark, for use with its line of scales. It is a lighthouse on a rocky base, with the word "Protector" circling at the top.

Chicago, Ill.—Recent Illinois corporations include that of the Webster Engineering Co., with a capital stock of \$10,000, for contracting, constructing and engineering. T. K. Webster, T. K. Webster, Jr., and K. D. Vittum are the incorporators.

Chicago, Ill.—A very handsome booklet, entitled "Accurate Weighing of Grain and Grain Products" has been published by the Richardson Scale Co. As the latest word on automatic scales, it should be on the desk of every elevator operator. Readers of the Journal will be gladly supplied upon request to the Richardson Co.

Minneapolis, Minn.—The Strong-Scott Mfg. Co. has recently made some splendid sales of grain driers, one of 1,000 bus. to be installed in the Harbor Commission's elevator at Quebec; a 500 bu. in the Davidson-Smith Elevator, Ft. William, and a 1,000 bu. and 2,000 bu. to the David Horne elevator and the Canadian government elevator, respectively, at Ft. William. The machines are to be supplied thru the Winnipeg office of the company.

Silver Creek, N. Y.—Favored by almost perfect weather conditions, the officers and employees of the Huntley Mfg. Co., and the immediate members of their families held the annual picnic Aug. 30th at Point Gratiot. Over 800 attended this great gathering, at which all the expenses were paid by the Huntley Mfg. Co. Many amusement features had been provided, with music and dancing, and all kinds of sports and games were indulged in. The officers of the company were presented with gold handled umbrellas by their employees.

Business Promotion Through Trade Press Efficiency

is to be the keynote of the most notable gathering of technical, class and trade journal editors and publishers ever held in America. No live manufacturer, sales manager, advertising man, trade paper editor or publisher can afford to overlook the Eighth Annual Convention of the Federation of Trade Press Associations in the United States at the Hotel Astor, New York, Sept. 18, 19, 20, 1913. Two sessions will be held daily. There will be editorial, circulation, advertising and publishing symposiums under competent leaders. Many of the leading editors, business managers, buyers and sellers of advertising, and authorities on modern merchandising methods will take part.

On Friday afternoon, September 19, there will be a mass meeting with addresses by representative business and professional men, on subjects of timely interest to editors, publishers and advertisers. Distinguished guests and worthwhile speakers will be at the annual banquet, which will be made a memorable social occasion.

No matter what may be your connection with the trade journal field, if you are interested in the idea of business promotion through trade press efficiency, if you believe in business papers for business men, you will be welcome at all sessions.

The Grain Dealers' Journal is the best journal for good sound grain news and court proceedings regarding grain handling.—Guy Briggs with Kemper Grain Co., Kansas City, Mo.

THE ELEVATOR man who is so fortunate as to have many bins in his house will be able to handle this year's small grain much more advantageously. While the quality in many sections was quite uniform at harvest time, some of the grain was thoroly drenched in the shock.

COTTON FUTURES are taxed 1/10c per pound by an amendment to the tariff bill adopted by the Senate Finance Committee June 29. The amendment was proposed by Senator Clarke of Arkansas, and is intended to prevent gambling in futures. The tax would be paid by affixing stamps to the written contract, and the necessary machinery to enforce the tax is provided in the amendment. All sales or agreements to sell cotton for future delivery in conformity to the rules of cotton exchanges, boards of trade or similar assns are subject to the tax, which is to be refunded if the cotton is actually delivered.

THE BARLEY crop of the whole country is certain to be much smaller than last year, owing to the great deficiency in California, where the crop has been severely damaged by dry weather. Barley is the chief grain crop in California, with 41,760,000 bus. raised there in 1912, against 7,800,000 bus. of oats, 1,900,000 bus. of corn and 6,290,000 bus. of wheat. Our San Francisco reports show barley values there \$1.50 per cental and an estimated crop of only 16 millions of bushels. The indicated shortage of 25 millions from last year's barley crop will reduce the total crop at least that much. As good a crop as last year's in the middle states is hardly to be expected, and the totals for the whole country, even with reasonably favorable weather conditions till harvest, are likely to show from 25 to 50 millions less than the crop of 1912.—Somers, Jones & Co.

Timothy Seed or Hickory Nuts

When you run a HESS DRIER it will dry and cool grain SIXTY MINUTES in every hour.

You don't have to stop, ever, to clean it out, for there are no places in it for dust and dirt to lodge. Every surface in it is of smooth steel, with a pitch never less than forty-five degrees, and when you empty the drier EVERYTHING slides out, slick and clean; no poking nor sweeping nor thumping, to get grain and small bits out of the corners and out-of-the-way places. There is no wire netting nor perforated metal to clog nor leak, nor any pigeon holes to catch and hold the dust and bran.

There is no time lost in emptying and filling the machine, for, as finished grain goes out, new grain follows in, and the racks remain full, while the work goes on without a moment's pause.

You don't have to re-elevate the grain for cooling—you save time and power there—to say nothing of the additional space and machinery required when drier and cooler are separate. You don't waste any heat, either, for the HESS DRIER utilizes ALL the heat thrown off by the cooling grain, and saves what others waste—money.

Don't look for this saving in any other drier—it isn't there. One drier-maker tried it—built two or three driers that way,—and now he's defendant in a patent infringement suit in the United States Courts.

Don't copy. Buy from headquarters.

It's cheaper in the end, and better.

There's a whole lot of other good things about HESS DRIERS, but this space is expensive. Just ask us direct and we'll tell you all about them.

HESS DRIERS come in all capacities and will dry anything granular, from timothy seed to hickory nuts.

Hess Warming & Ventilating Co.

907 Tacoma Bldg.
CHICAGO

MOISTURE TESTERS, too, for gasoline, gas, electricity or alcohol, with copper flasks, on tall steel stands. Free booklet.

Supreme Court Decisions

A broker may act for both parties in the sale of property, and receive commissions from both, if he does so with their knowledge.—*Franck v. Blazier*. Supreme Court of Oregon. 133 Pac. 800.

Market Report in Evidence.—In a shipper's action for damages, a market report was properly admitted in evidence to show loss in price from the delay in transportation.—*Ray v. Missouri, K. & T. Ry. Co.* Supreme Court of Kansas. 133 Pacific 817.

Arbitration.—A party to an arbitration, who has knowledge of the partiality of an arbitrator, must act at once and cannot speculate on a favorable award and then impeach an adverse award.—*Central U. S. Y. Co. v. Uvalde Asphalt P. Co.* Court of Chancery of New Jersey. 87 Atl. 235.

Carrier's Failure to Furnish Cars.—Where a shipper constantly gave orders for cars, and the carrier promised to supply them, there was a contractual relationship between the shipper and the carrier, and the shipper could maintain an action for the carrier's failure to furnish cars.—*Dobbins v. Syracuse, B. & N. Y. R. Co.* Supreme Court of New York, Appellate Division. 141 N. Y. S. 637.

Warehousemen.—The owner of property which has been damaged thru the negligence of a warehouseman may recover interest upon the amount of his loss from the date of the warehouseman's tort or default. While the burden of proof of negligence is ordinarily upon the plaintiff, where the property is damaged or injured while in the exclusive custody of a bailee, it is incumbent upon him to satisfy the jury that the injury was not due to his negligence.—*H. J. Keith Co. v. Booth Fisheries Co.* Superior Court of Delaware. 87 Atl. 715.

Suit Against Carrier Within Two Years.—Under the Carmack amendment of June 29, 1906 (34 Stat. 593, c. 3591, § 7 [U. S. Comp. St. Supp. 1911, p. 1307]), to the act of February 4, 1887, (24 Stat. 386, c. 104 § 26 [U. S. Comp. St. 1901, p. 3169]), prohibiting exemptions from liability imposed by that act, a stipulation in a bill of lading, requiring suits for loss of damage to be brought before the expiration of two years after the cause of action arose, was valid and binding.—*Texas & Pac. Ry. Co. v. Langbehn*. Court of Civil Appeals of Texas. 158 S. W. 244.

Carrier's Limitation of Liability.—Where two rates on a given article are provided, the shipper may elect which of the rates he desires. If no election is made, and the goods are billed out by the carrier at the lower rate, and the B/L signed by the shipper so provides and accords with the published and approved tariffs, in the absence of fraud, the shipper is bound by the terms thereof, and, where loss occurs, he cannot insist on another and different liability from that fixed by the published rates.—*Missouri, K. & T. Ry. Co. v. Watson*. Supreme Court of Oklahoma. 133 Pac. 42.

"Legal Holiday."—Under a B/L providing that the carrier should be liable only as a warehouseman after 48 hours, "exclusive of legal holidays," have elapsed from the time notice of the arrival of the goods was given or sent to the consignee, the term "legal holidays" is not restricted to statutory holidays, but includes Sundays as well, since a holiday at common law was a consecrated day; a religious festival; a day on which the ordinary occupations are suspended; and Sunday became a legal holiday by the adoption of the common law as the basic law of the state.—*St. Louis, B. & M. Ry. Co. v. Hicks*. Court of Civil Appeals of Texas. 158 S. W. 192.

Transfer of Title to Wheat.—The evidence showed a sale of wheat by plaintiff, a commission merchant, at a fixed price, for future delivery, the subsequent application of certain cars of wheat on track to the contract, an order from plaintiff to the railroad company to deliver these cars at an elevator named for account of the buyer, the rendering of bills to the buyer after his known insolvency, and, later, an accounting to the consignor as of a sale made to said buyer. Held to sustain a finding that the title passed and the wheat was delivered on the personal responsibility of the buyer, though the wheat had not yet been weighed to determine the amount due.—*E. L. Welch Co. v. Lahart Elevator Co.* Supreme Court of Minnesota. 142 N. W. 828.

Bankruptcy and Margin Certificates.—A claim against a bankrupt for use by way of set-off was not acquired contrary to the bankrupt act of July 1, 1898, § 65b, where a bank, having issued margin certificates to a depositor, evidencing deposits made by him to secure the performance of his dealings on the Chicago Board of Trade, and having again come into possession of such certificates as the result of an agreement by which such depositor, being in financial difficulties, transferred his open trades to a corporation which agreed to and did carry them out, substituting its own securities for the margin certificates in question, applied the amount of the deposits to the depositor's indebtedness to the bank, with reasonable cause to believe him insolvent, and within four months of the bankruptcy proceedings against him.—*Continental & Commercial Trust & Savings Bank v. Chicago Title & Trust Co.* Trustee in Bankruptcy of Earl H. Prince. Supreme Court of the United States. 33 Sup. Ct. Rep. 829.

Power of Lumber Company to Deal in Grain.—The charter of a corporation, called a "Lumber Company, Limited," declares its purpose to be "to conduct a mercantile business, of any and all kinds, to deal in and carry a general stock of lumber, sash, doors, blinds, mouldings, builders' supplies, hardware, agricultural and farm implements and machinery, etc.," and tho its powers, which are vested in a board of directors, are exercised, for the purposes of its ordinary business (being the business of buying and selling such merchandise as might be considered included in the foregoing enumeration), by its secretary and manager, the corporation, is, nevertheless, not bound by the contract of such secretary and manager, made without the knowledge or consent of the board of directors, for the future delivery of corn, and no action will lie against it for damages for the nonexecution of such contract.—*Kelly, Weber & Co. v. Vordenbaumen Lumber Co.* Supreme Court of Louisiana. 62 South. 910.

Central Selling Agency an Unlawful Monopoly.—A one-sided contract, whereby a peach grower agreed to take and pay for one share of stock in a fruit exchange of the value of \$10, payable 10 per cent monthly, to make all carload shipments through it, and to pay 10 per cent of the gross sales thereof as total commission charges for handling and selling, and to pay a commission of 5 per cent of the gross sales from his railroad station, or on all sales by him to purchasers of fruit on trees, or otherwise, upon the condition that the exchange procured stock subscriptions amounting to \$50,000 and secured from other growers similar contracts amounting to a pledge to the exchange for the purpose of sale of at least 60 per cent of the prospective local crop for the year, in consideration of a protected market and consequent enhancement of prices, was an agreement or combination to place the sale of the crop in the hands of the exchange to avoid competition among growers, and thereby to raise the price of the fruit, and regardless of the degree of public injury, and was void as a contract in restraint of trade and against public policy.—*Georgia Fruit Exchange v. Turnipseed*. Court of Appeals of Alabama. 62 South. 542.

MUTUAL INSURANCE MEN to Meet.

The National Ass'n of Mutual Insurance Companies will hold its 18th annual convention at the Severin Hotel, Indianapolis, Ind., Sept. 16, 17, 18 and 19.

Among the addresses to be given, the following are of particular interest to elevator insurance men: "National Supervision of Fire Insurance Companies" by W. M. Deisher, Reading, Pa.; "Needs of Uniform Mutual Insurance Laws in the Various States" by L. R. Welch, Fitchburg, Mass.; and "Court Made Insurance Laws" by F. E. Linch, Lincoln, Neb. These addresses are on the program for Sept. 16.

On the 17th J. J. Fitzgerald, pres. Mill and Elevator Field Men's Ass'n, Sioux Falls, S. D., will speak on "The Co-operative Work of the Flour Mill and Elevator Field Men." J. C. Adderly, pres., Employers Mutual Casualty Federation, Chicago, Ill., will take the topic "Co-operation as Needed and Practiced by Mutual Casualty Companies"; Hon. J. A. O. Preus, Insurance Commissioner of Minnesota, St. Paul, Minn., will speak on "The Relationship Between Insurance Companies and the Insurance Commissioners Ass'n"; and Bruce Dodson, Kansas City, Mo., will speak on "Co-Operation Among the Interinsurers Along Legislative Lines."

On the last day of the convention Alfred J. Ferris, Philadelphia, Pa., will make an address entitled "A Plan for the Exchange of Inspections by Mutuals in Different Parts of the Country" and C. F. Mingenback, vice-pres. of the Ass'n, will speak on "A Standard Policy."

The entertainment program provides for a musical and informal reception on the evening of Sept. 17, and a 25-mile automobile race on the Indianapolis speedway the afternoon of the 18th.

Every mutual insurance man, whether a member of the Ass'n or not, is earnestly invited to attend the convention.

This is the first time the trade mutuals have gathered at a convention, and the occasion promises to be noteworthy in the history of mutual insurance. A glance at the program indicates that legislation and co-operation will be the principal topics of discussion.

Shinn Lightning Rods

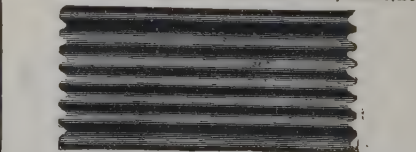
We will protect your elevator from lightning damage—\$75.-000.00 Surety Bond backs my word. Your money back if building burns. I send an expert State inspector to examine each job. You get protection from Shinn.

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THE SYKES COMPANY, Chicago, Ill.
Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

Insurance Notes.

[From "Our Paper."]

"It 'pears to me," said the corn-cob philosopher, as he shifted his quid to the other side of his mouth, "that this here thing they call spontaneous combustion ain't nothin' more or less than jest leavin' dirt and trash around till it gits hot enough to burn."

The Illinois Central has had some fires in buildings along its right-of-way due to sparks lighting in birds nests, and has started a campaign to oust the nests. This is very good, but it is only treating a symptom. If the I. C. and other railroads would see to it that all frame buildings along their right-of-way were properly ironed, the birds would have to nest elsewhere, and the shingle roof toll would be materially reduced.

We always breathe a prayer for the owner who has provided a man lift to reach the upper deck of his elevator. If it is a help to the man who is merely out on an inspection tour, what must it mean to the fellow who is supposed to go aloft fifteen or twenty times a day? If he has to climb a ladder or a stairway every time he ought to visit the cupola, it means that he is pretty tired when the day's work is over. We know enough about human nature to give a ten cent credit to every elevator with a man lift in it. We know it means better care. Figure it over.

The Texas workingmen's compensation law went into effect Sept. 1. The law includes a number of original features, and Texas grain men shud post themselves on its provisions.

Only one member has been appointed so far by Gov. Dunne for the Illinois Industrial Commission, which will have charge of the enforcement of the workingmen's compensation act.

I. N. JUST died at Seattle, Wash., Sept. 1, at the age of 63. He was Pacific Coast manager for the Millers National, Ohio Millers and Michigan Millers mutual insurance companies. He was first a grain elevator owner, later a banker, and then entered the employ of the Michigan Millers Mutual Insurance Co. In 1901 he was sent to Seattle to open a branch office. Up to this time the mutual companies had obtained but little business from the Pacific Coast; but Mr. Just, thru his ability and energy, succeeded in writing a large number of policies and in firmly establishing the branch office. He was a man of sterling honesty. At the time he was in the banking business, his brother, also a banker, found himself on the verge of failure, and he made a very large loan from Mr. Just without revealing his true condition. He failed and as a consequence, Mr. Just's bank failed also. Altho entirely blameless, Mr. Just sacrificed all he owned to pay his creditors, and was obliged to start life anew. This is indicative of the principles to which Mr. Just adhered all his life.

Workmen's Compensation or Employer Liability Insurance

Protects you from

liability imposed upon you by the Illinois Workmen's Compensation Law. Write for rates and information.

BALSLEY BROS.

GENERAL INSURANCE AGENCY,
SPRINGFIELD, ILLINOIS

I like the Grain Dealers Journal first rate.—Geo. L. Chesley, Armour, S. D.

We cannot do without the Grain Dealers Journal.—O. W. Reeg, Reeg Grain Co., Carmen, Okla.

We cannot keep house without the Grain Dealers Journal.—Robt. F. Cummings, pres., R. F. Cummings Grain Co., Clifton, Ill.

I cud not continue in the grain business without the Grain Dealers Journal.—Charles Ozias, Paulding, O.

BE PROTECTED

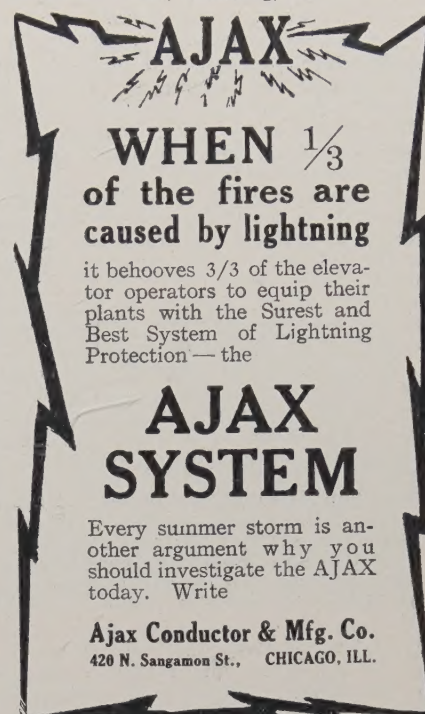
Write or wire for a
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Luverne, Minnesota

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V. E. BUTLER, V.-P. B. P. ST. JOHN, Treas.



AJAX

WHEN $\frac{1}{3}$
of the fires are
caused by lightning

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RELATIONS OF ELEVATOR Manager to Employer.

BY J. T. STRAHORN.

I have read numerous articles in the grain trade journals pertaining to the management of country elevators in which were carefully explained the duties of a country elvtr. manager and what he should do to promote the business interests of his employer.

It almost appears as if there is only one party to the transaction that has any duties to perform, whereas the writer firmly believes that the Employer has a much larger responsibility than he is willing to admit. Possibly he is not even acquainted with the local situation well enough to know his responsibilities.

In this age of co-operation, it is too bad that not more of it is in evidence between the country and city managers of line elevators.

The first thing given a country manager is "INSTRUCTIONS." Some of them antiquated, other suicidal and some others unnecessary and harmless, and yet a few others just merely silly.

In the first place the country manager of a line elvtr. is handicapped because of his connection with a line company. The farmer is prejudiced against the line elvtr. because practically all of the profits are taken out of town while the private concern uses a great deal of its capital in the upbuilding of the community in which it exists. A private elvtr. owner rejoices with his customers in their joy, sympathizes with them in their sorrow and in fact is a part of the community.

It is, therefore a foregone conclusion that a country manager of a line elvtr. is handicapped because of the aloofness of the position occupied by his city manager.

No one knows the conditions for and against the grain trade better than the country elvtr. manager in the community in question as he is in touch with the farmer and understands the temperament of his "private elvtr." competitor. If then, the country elvtr. manager, by tact and energy establishes and maintains a profitable business for his employer, proper credit should be given him.

To the city manager I would say: "Encourage your country elvtr. managers, do not let them feel that they are nothing but tools in your hands. Their opinions are really worth something and if you Mr. City Manager will consult with them and treat them as you would a partner in a business, it will lead to the gathering in of many heretofore ungarnished dollars.

"Let the country manager settle differences that arise as he is the only party known by the farmer and the matter can thus be adjusted without the loss of the farmers' trade even tho the whole difficulty was in the first instance caused by "INSTRUCTIONS given from headquarters."

In regard to INSTRUCTIONS it might be well to quote the following incident: The country manager was young and inexperienced and tho of course that the city manager knew what was best. Therefore when he received instructions to discount all wheat testing from 59 to 57 pounds, one to three cents per bushel, even tho it all graded No. 2, he followed instructions implicitly.

As a result the city manager was able to show a larger profit account for that particular station than ever before; however the illwill of the farmer had also

been obtained and the young and inexperienced country manager lost his position.

A great many incidents could be mentioned but one more will be sufficient. Stations A and B had each received approximately 25000 bus. of corn, shelled in the winter during zero weather. Shortly after the receipt of this corn the city manager instructed that the corn should be run every day because the weather had turned warm. The country manager at Station A followed instructions implicitly and without question. The country manager at B. advised the city manager to let the corn rest, but the city manager merely said "Do as I tell you; run the corn" and refused to consult or advise with his country manager.

The country manager at B disregarded the instructions given him and did not run the corn because he knew that if corn which was taken in during zero weather were exposed to warm, damp air during the process of elevating it would most assuredly take on warmth and dampness. The corn was so cold that the nails on the outside of the bin were covered with frost.

When cars were received for the loading out of this corn, it was found that the corn ran out nice and cool and at destination 90 per cent of it graded contract.

What was the result at Station A where the corn was run every day? Practically all of the corn graded No. 4 and sample. The city manager is still wondering why one Station had all of its corn go off-grade and the other station had practically all of its corn grade contract.

All too frequently the city manager strives to get all the information possible from his country manager without giving anything in return. If the country manager is not worthy of his employer's confidence he should be discharged. Confidence in the man in the country will cause him to put forth his best efforts and cause him to strive to the uttermost for the success of his company.

Many country managers never know what their grain grades, what it is selling for or how the weights are holding out, unless they are short, and then he hears all the time.

If your country manager is making money for you, tell him so. It will do him good and encourage him to try to make more money.

Every country manager should be paid according to the monetary results he obtains. He is worth one-half of the net profits and should be paid on that basis; this makes him a partner in the concern, makes him more conservative and we will all admit that any man is worth just a little more to himself than he is to his employer.

City managers should let the human element enter into all of their deliberations with and instructions to their country managers. One is subject to the same foibles of nature as the other. A mere mention of the matter in a friendly manner will induce the country manager to go farther and work harder for the interests of his company than a short angry letter.

Let co-operation, honesty and consideration be the controlling factors to the end that prosperity will be the inevitable result.

I am always looking forward for the next issue of the Grain Dealers Journal.—S. E. Dyson, Chandlerville, Ill.

Patents Granted

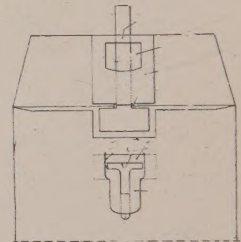
Sample Envelope. No. 1,071,572. (See cut.). Leon Planche, Paris, France. A piece of cardboard is pasted to the inside of the back of the envelope and is provided with a tongue passing thru a slit in the envelope. The tongue is provided with a slot and engages an opening in the flap of the envelope.

Bagging Machine. No. 1,071,385. (See cut.) Adelmer M. Bates, Chicago, Ill. This machine consists of a feeding throat and a filling tube so mounted that the weight of the material in the bag moves the filling throat and regulates the amount of material passing thru it. An electrical device is provided for cutting off the supply of material.

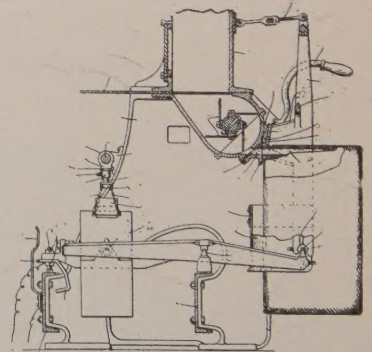
Convertible Freight Car. No. 1,071,029. (See cut.). Argyle Campbell, Chicago, Ill. A regular box-car body is provided with hoppers near middle of car and the floor is made up of movable sections so arranged that their ends may be lifted to form a chute. Brackets are provided on end wall to support the chute, together with dogs on side walls and metal plates having up-turned flanges forming cleats to engage the lower ends of the chute.

WASHINGTON farmers are erecting steel grain storage tanks on their farms in place of bagging grain and storing it in warehouses. The tanks are built after an invention by G. Smith, of Colfax, Wash., and are of all capacities.

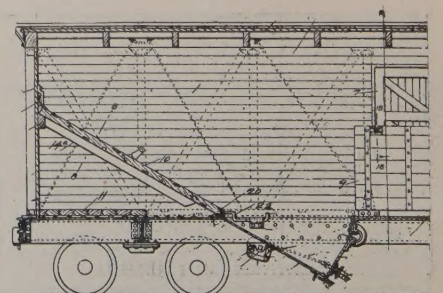
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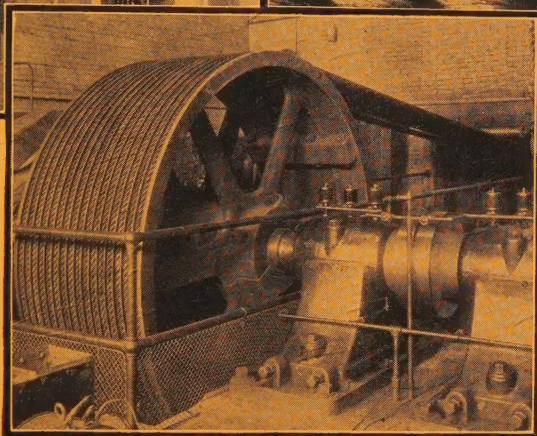
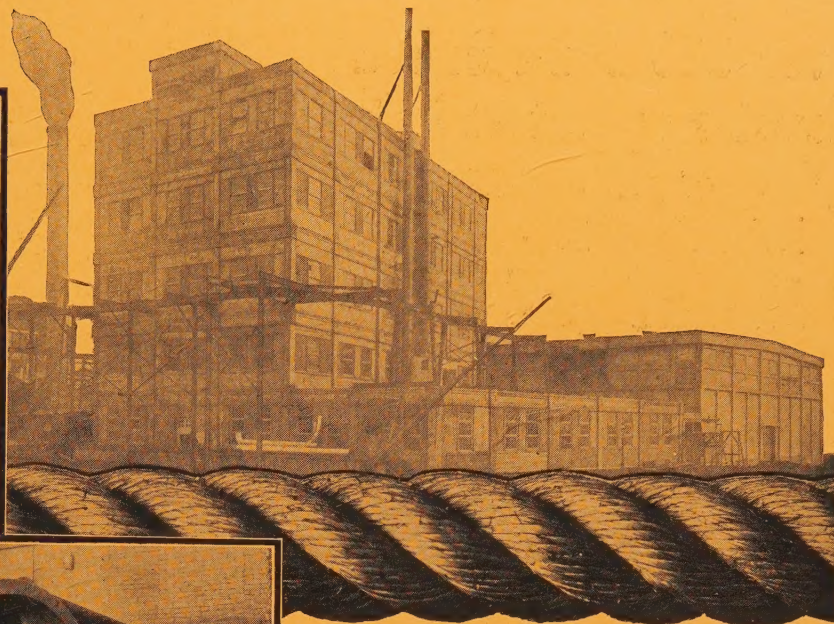
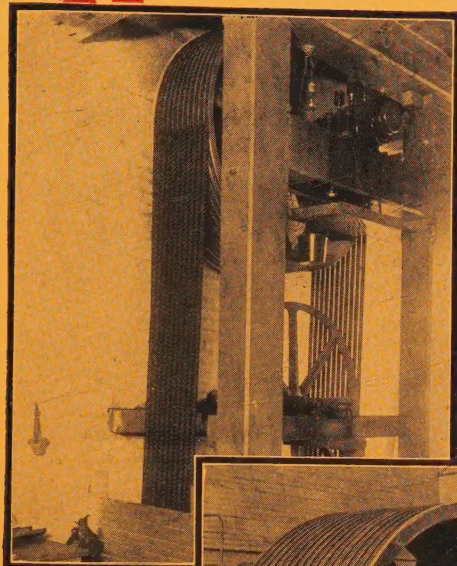


1,071,385.



1,071,029.





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☐ The National Lead Company is an *efficient* manufactory. Economy of operation counts with them. The pictures show the St. Louis plant and a couple of their rope drives—the rope is

American Transmission

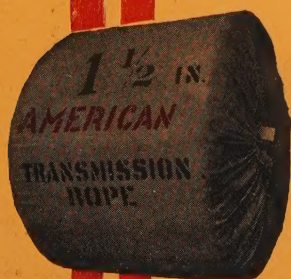
☐ We don't say to use it just because the National Lead Company uses it—but, as any concern might be interested in methods employed by other successful concerns, it might be well to investigate why they use American Transmission.

☐ We claim that efficiency and power conservation are best obtained by rope transmission—that American transmission makes for economy and raises the factors of efficiency and power. The National Lead Company would appear to agree with us—Why?

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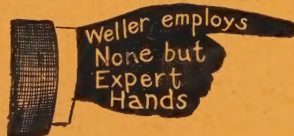
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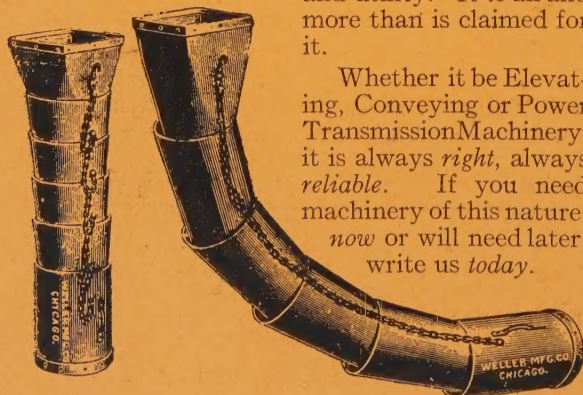
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